RM 250 SUZUKI: A FRIENDLY ROOSTER

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MOTOCROSS ACTION MAGAZINE

NOVEMBER 1976
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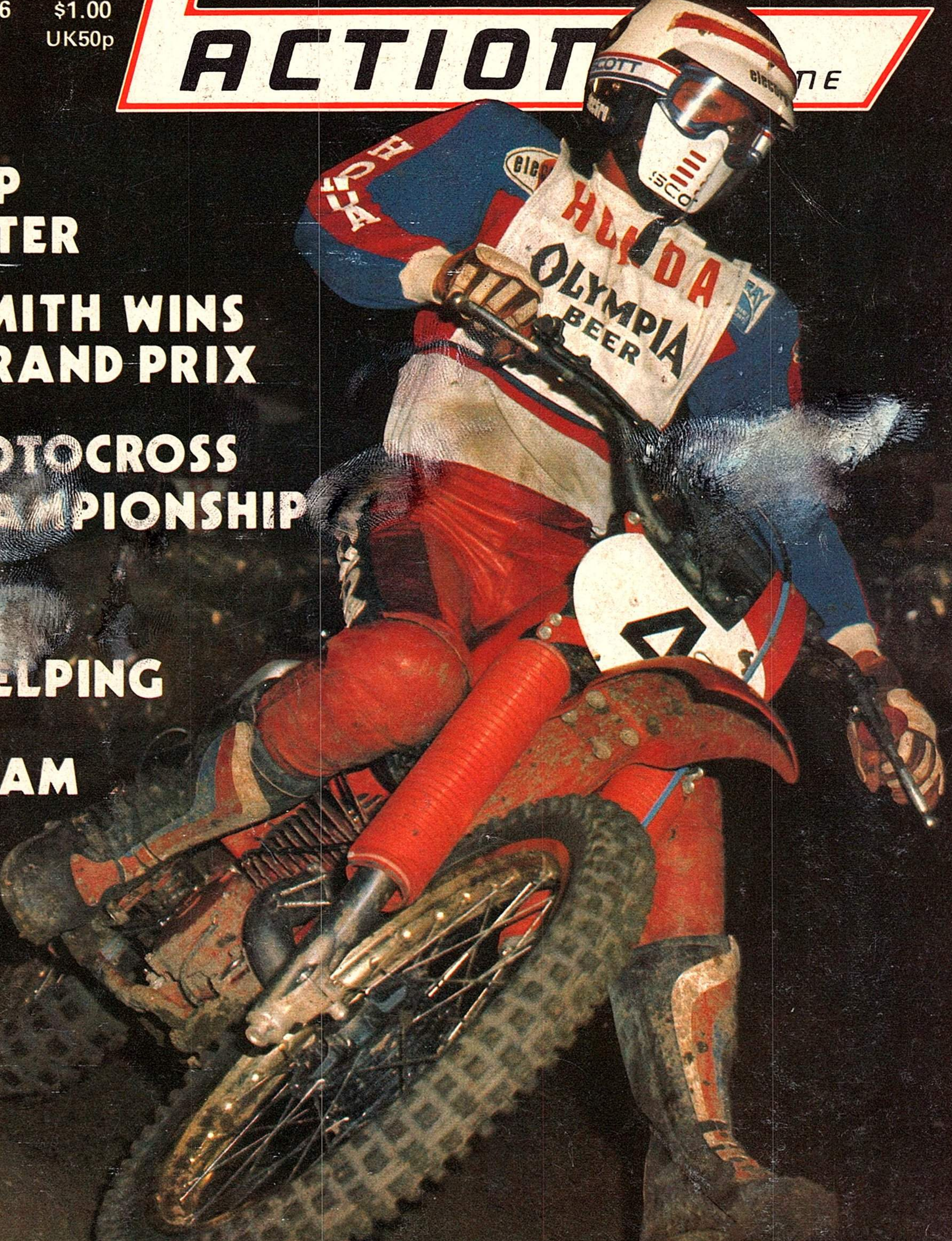

BRITISH GP
TO DECOSTER

MARTY SMITH WINS
125 U.S. GRAND PRIX

GIRLS' MOTOCROSS
IWMA CHAMPIONSHIP

SUPERBOWL
SECOND HELPING
FOR ELLIS
AND CAN-AM

POWER TUNING YOUR RACING TWO-STROKE

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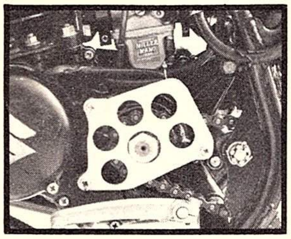

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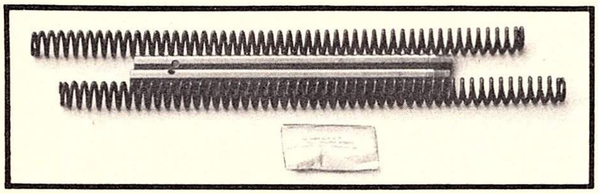
RM370-250-125A...$12.95



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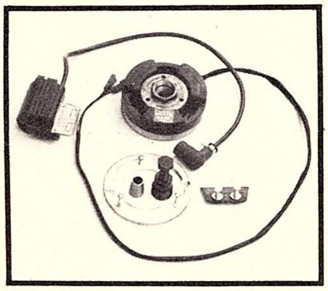

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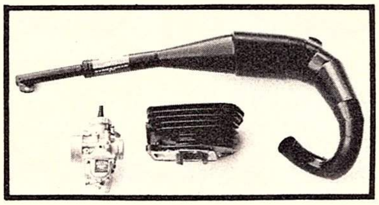

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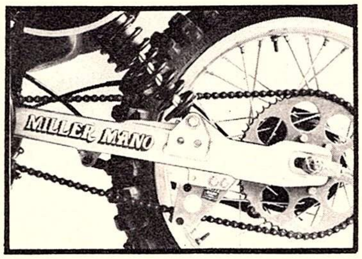

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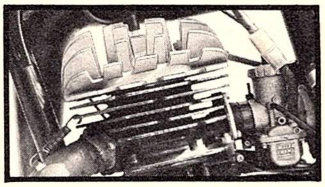

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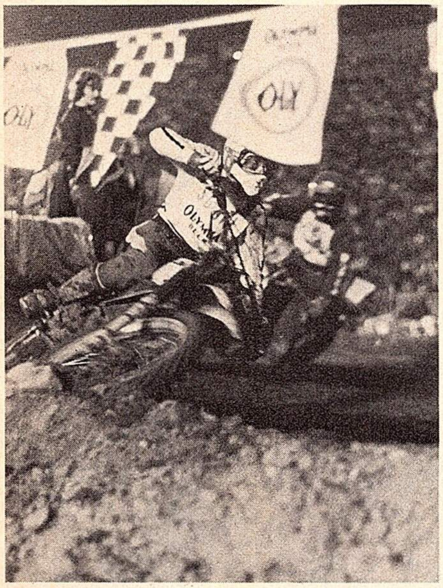
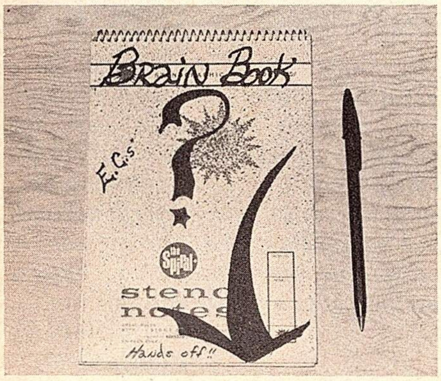

SUPER BOWL


Brain Book
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Hands off!!
TWO STROKE TUNING

WOMEN'S NATIONALS

MOTOCROSS ACTION MAGAZINE

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NUMBER ELEVEN
NOVEMBER 1976

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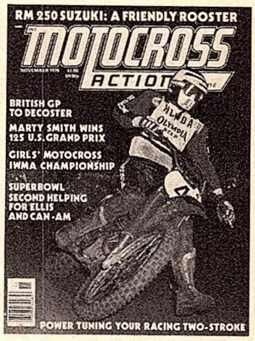
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ON THE COVER: Tom Corley flashed this super Superbowl shot of Pierre Karsmakers on a radical Honda "stadium special" in his fruitless pursuit of Jimmy Ellis.

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on the mainjet

by dick miller

Dear Mr. Miller,

Your recent editorial on medical care after motorcycle racing prompted this letter. First, I enjoy racing MX very much, and I also work in several local ER's (Emergency Rooms). Anyone involved in a motorcycle accident (such as motocross) should tell exactly what happened to the doctor. Certain types of potentially fatal injuries can be practically without symptoms (such as pain) and, although treatable if seen early, would not be looked for if the story was changed to play down the method of injury.

It would seem possible that in the organized districts of California you (or someone) should be able to find physicians (especially orthopedists) who enjoy motorcycling and who would arrange to be on call for all injured racers at the closest ER to the race track. Many physicians have negative views of motorcycling because they have only seen the negative aspects of the sport. Your ER experience was unfortunately common, even here in the Southeast, but hopefully will not be the case as more people come to realize motocross as a reasonable endeavor.

James N. Harris M.D.
Atlanta, Georgia

When I first wrote that column we were in the midst of a doctors' "slowdown," or strike, because of the problem of malpractice and its effect on the insurance a doctor must pay to stay in business. At the time, if you didn't have an orthopedist as a doctor, you had a serious problem in finding a doctor to tend your broken bones. Because of the malpractice issue most doctors were not taking

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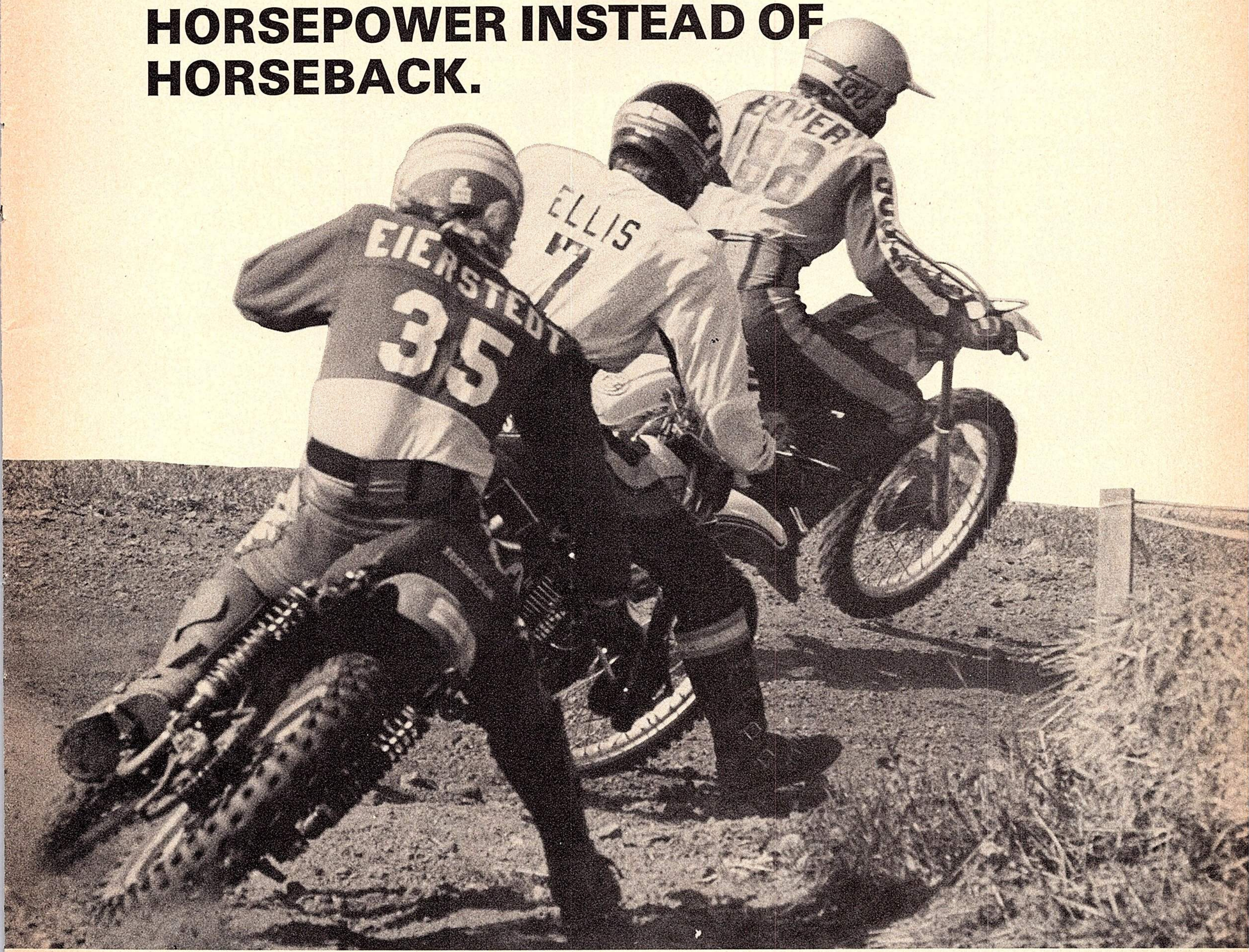
NO! IT'S NOT THE THREE MUSKETEERS CHARGING ON HORSEPOWER INSTEAD OF HORSEBACK.



But they're all for one—one magazine that is—MOTOCROSS ACTION, and it's one magazine for all motocross riders. It gives you the complete motocross picture, with hard riding, action photos—in color—and great features on the champs . . . plus super tech info and race coverage. Subscribe Now!

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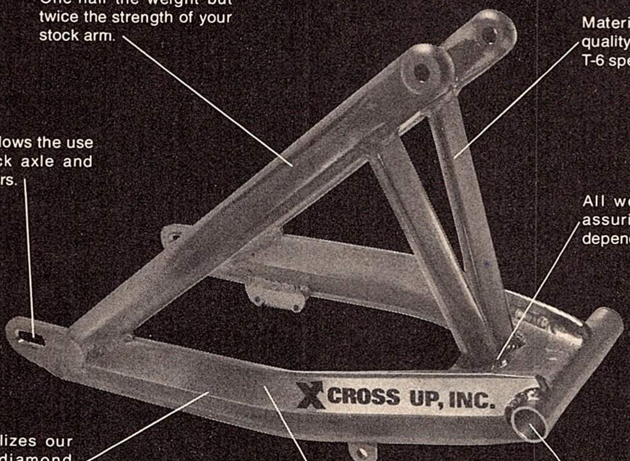
Yamaha YZ 125 Mono Shock Swing Arm $149.95.

Greatly improves your handling yet allows you to use your stock axle and chain adjusters.


One-half the weight but twice the strength of your stock arm.
Material is 6061 aircraft quality and heat treated to T-6 specifications.
This mono allows the use of your stock axle and chain adjusters.
All welds are heliarc, assuring strength and dependability.
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Swing arm utilizes our new double diamond double rib extruded aluminum.
One-half the weight but twice the strength of your stock arm.
Mono Shock swing arm comes complete with its own bushings.

CROSS UP, INC., is a new company with a lot of new ideas. Managed by team Honda's former National Racing Manager, John Blum, CROSS UP, INC., has been developing two areas of competitive motorcycle racing. Parts and Service. A lot of engineering has gone into our swing arm systems. Our new double diamond double rib extrusion (patent pending) makes the old generation extrusions as obsolete as cast iron. Our new arms are twice as strong as stock, yet weigh several pounds less. We are developing new models to fit all the popular bikes and this month we are showing you for the first time our new YZ MONO SHOCK SWING ARM. Not only improving the handling characteristics considerably,

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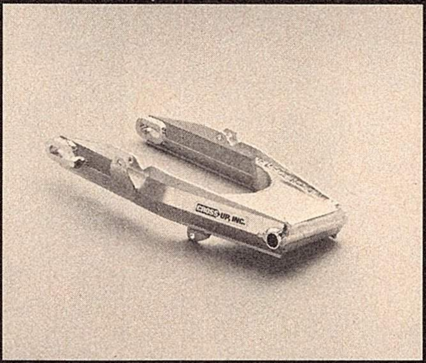
Our jersey is full vented nylon. Durable and lightweight. CROSS UP logo front and rear. $15.95.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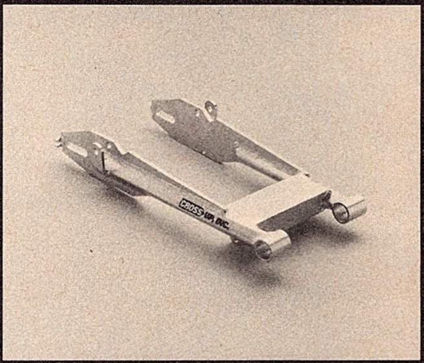
The RM Suzuki models offer greater strength yet reduce weight for better handling and prolonged shock life. $129.95.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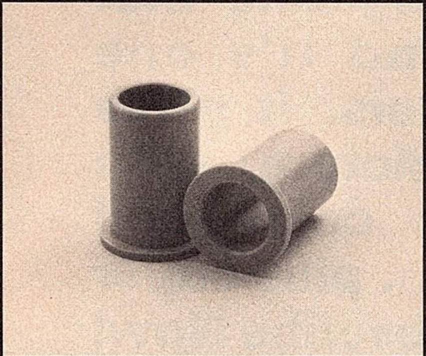
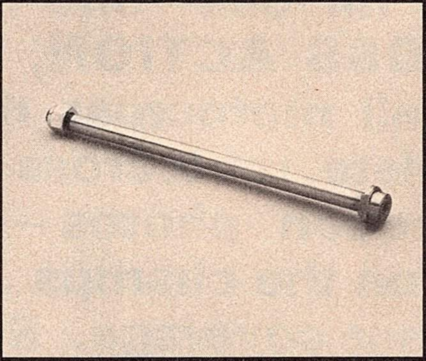
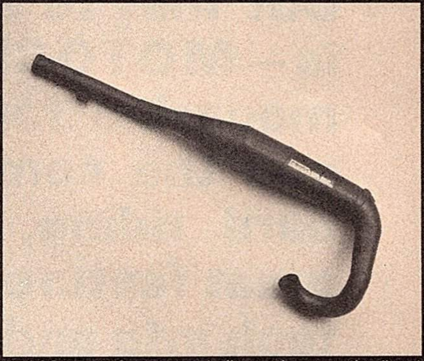
Our YZ 80 and XR 75 aluminum swing arms add one inch to overall length and reduce flex. Weighs just 2 pounds, 9 ounces. $89.95.



Space-age bushings outlast bronze bushings, yet require no special tools for installation. $7.95.



Replacement axles manufactured from the highest quality 4130 heat treated material available, much stronger than your stock axle. $14.95.



CROSS UP, INC's custom built up pipes are the finest quality available. All bends are hand formed for maximum flow and greater power in all ranges. Available for YZ 80, CR 125, RM 125 and YZ 125. Prices start at $54.95.

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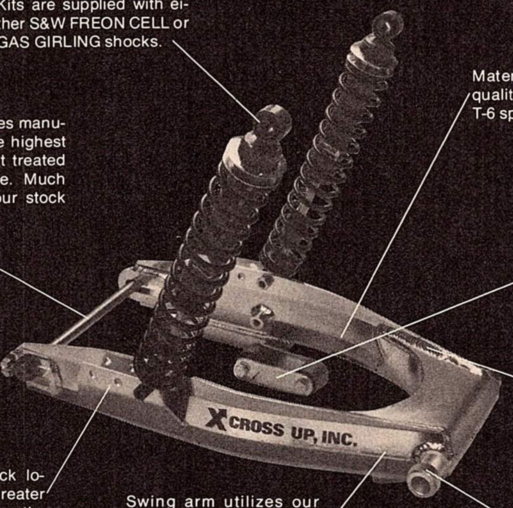
ion order number 800-421-1435.

this arm will always be there when you need the dependability.

The other area that CROSS UP, INC., is dealing with in no uncertain terms is service. It seems that the motorcycle industry has been plagued with poor mail order service in the past. We know from years of racing experience that when you need a part you need it now, not six weeks from now. And that's just how we'll deal with your order. If you need a part, order it. All you have to do is pick up the phone, dial our toll free number, (800-421-1435 outside California and 213-549-6800 inside California) and bingo, that day your order is off. First and reliable like our gear, like our service.

Honda CR 125 Suspension Kit Complete $243.95.

Retail price separately would cost $262.30. Buy the complete kit and save $18.35.



Kits are supplied with either S&W FREON CELL or GAS GIRLING shocks.

Material is 6061 aircraft quality and heat treated to T-6 specifications.

Replacement axles manufactured from the highest quality 4130 heat treated material available. Much stronger than your stock axle.

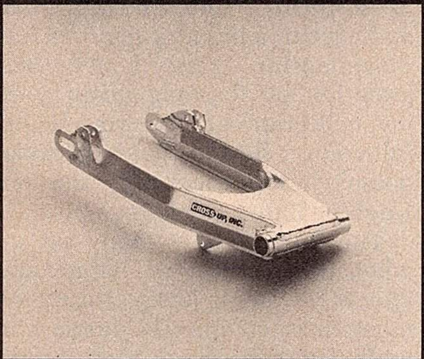
Our chain tensioner fits only the CROSS UP aluminum arms and is made of the finest quality material available.

All welds are heliarc, assuring strength and dependability.

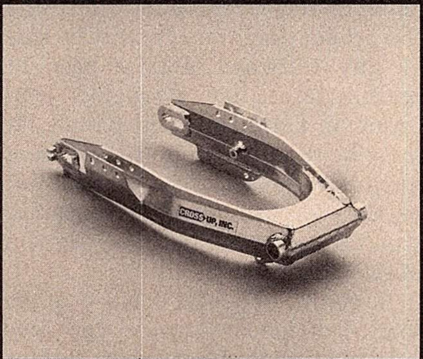
Three position shock location allows for greater selection of shock length.

Swing arm utilizes our new double diamond double rib extruded aluminum.

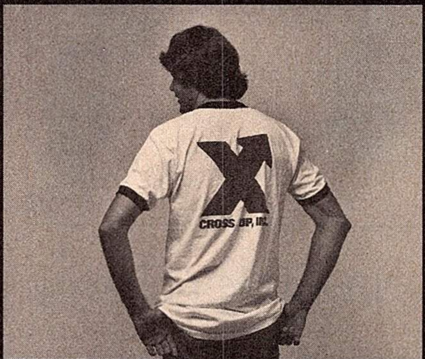
Space-age bushings outlast bronze bushings, yet require no special tools for installation.



Yamaha TT-500 adds 2 inches to overall length to keep your rear wheel behind you where it belongs. $129.95.



The CR 125 has unique features like three positions for shocks and extra wide axle slots for added strength and adjustment flexibility. $129.95



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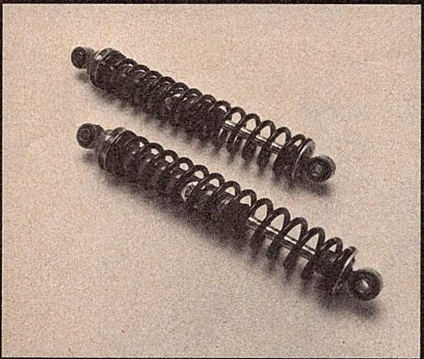
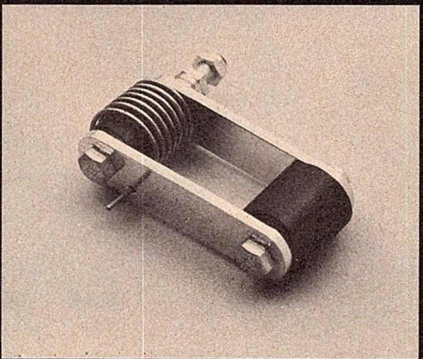
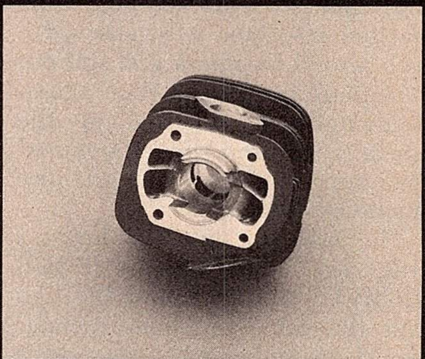


S&W FREON CELL and GAS GIRLING are two of the best shocks on the market. S&W's run $89.95 and $93.50 for the GAS GIRLINGS.



Our chain tensioner fits only the CROSS UP aluminum arms and is made of the finest quality material available. $15.95.



Porting like no other porting with CROSS UP's new tunnel velocity port. Adds so much power, it is only recommended for top pros. Call for your tunnel velocity appointment. 100cc kits available.

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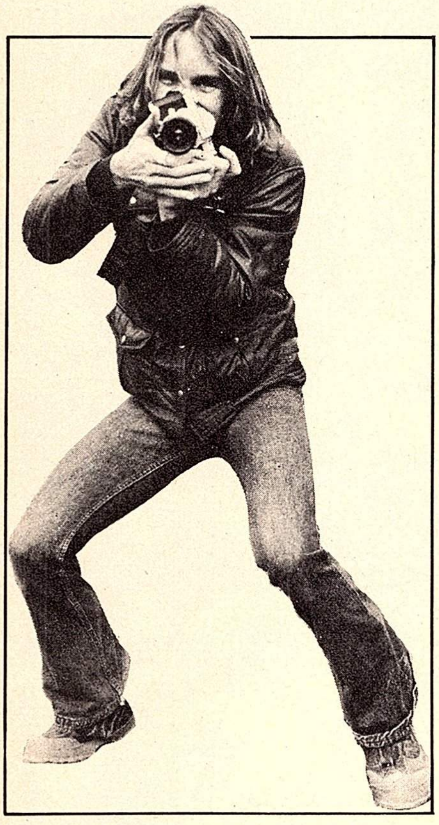

by paul boudreau

I slid my greasy, blue-green dollar bill into the change maker and said a little prayer. The machine inspected it, swallowed it with a solid ka-*chunk* and spit out four quarters. Whew! Won again. Confidently I slid one of the quarters into the slot. Ka-chunk! Two dimes and a nickel. Ah, nice machine. Good boy.

The soap machine was being a little less cooperative. "FOUR NICKELS ONLY" said a big sign over the coin slot. Four nickels? Jeez, I remember when these little boxes of Tide only cost one dime.

I went back to the trusty change machine. Ka-chunk, ka-chunk. Ah, plenty nickels. The weighty mountain of change in my hand reminded me again of how expensive motocross was getting. It's not the cost of the big stuff that gets you down. Busted shocks, blown engines and bent forks don't amount to a hill of beans compared to the cumulative efforts of the nickel-dime stuff. It's the small expenditures for spark plugs, tear-offs, car washes and Big Macs that will drive an independent motocrosser into the pit of financial depression.

And laundry. I ride at least twice a week and this was Friday. Beside me on the floor was my cardboard laundry box and its usual detachment of flying insects. Inside were the vestments of a week of training, testing, working at the shop and rooting out the sewer pipes where I live.

There is no one on earth I can get to do my laundry. The guy down at Wong Ting's Chinese Laundry won't even let me in the door. "No takee! No takee! Your crose bleak my washee machine!" Boy, to a *real* laundryman, mine would be a challenge.

Armed with my mini-boxes of Tide, I chose my washer. One can never be too careful about selecting the proper machine. It must be free of any outward appearances of malfunction, like strangled coin boxes or kicked-in side panels. It must be sturdy enough to handle a maximum load and far enough out of the way so another customer won't try to use it again before you make your getaway.

Sometimes, when I have a big load, I divide the laundry into two piles: a "good things" pile and an "outrageous filth" pile. The o.f. pile gets my wheelie-through-the-swamp socks, greasy shop rags, root-out-the-sewer-pipe blue jeans, 40-days-in-the-saddle underwear and the hanky I use to blow my nose after a race. The good pile gets anything I can bring myself to pick up with more than two fingers.

Eight nickels, four dimes and two quarters later I had a warm, dry pile of clean stuff. Now came the best part, the ceremonious Folding of the Things. For this I like to get a small audience. Civilian-type people get really blown away by a motocrosser's laundry. This day I was in luck. A fancy looking guy with a purple shirt and white shoes driving a pancaked '61 Chevy had just gotten his washer running and was settling down into one of the plastic bucket seats bolted to the wall. Mexican neighborhoods are the best places to do laundry because the people there appreciate the colorful wardrobe of the well-dressed motocrosser.

Capturing and holding an audience in a laundry requires real showmanship. First I get their attention by flapping about with my collection of T-shirts. If the full-color Boss Moss Freakies doesn't wake them up, the red Knobbie Balls model does.

The Mexican guy really sat up when he saw my red, white and blue MXA racing jersey. I used the moment to completely dazzle him with my Wheels o' Man Marty

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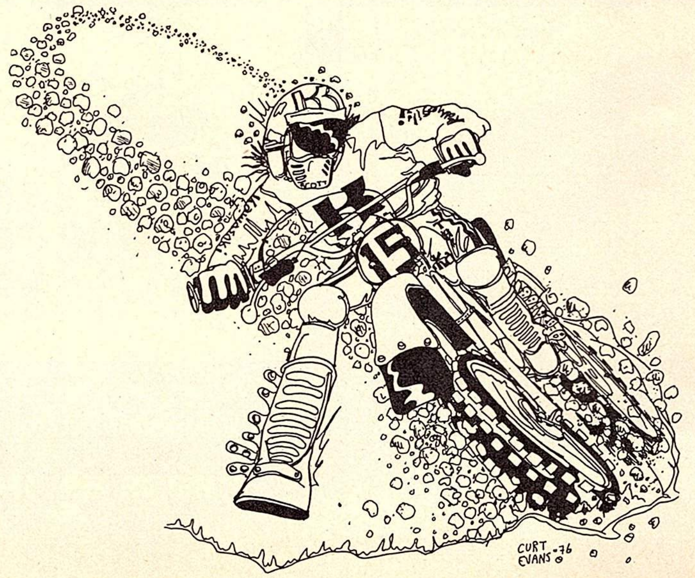

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. . . and don't just follow the pack.

WHITE LIGHTNINGS have been used on tracks from coast to coast, by all America's top riders.

Each WHITE LIGHTNING frame is inspected before leaving the factory. We want to make sure that the *quality is in* before the *frame goes out!*

Now featuring our NEW 16" CHROMEMOLY POLISHED FRAME, all heliarc welded by certified welders.

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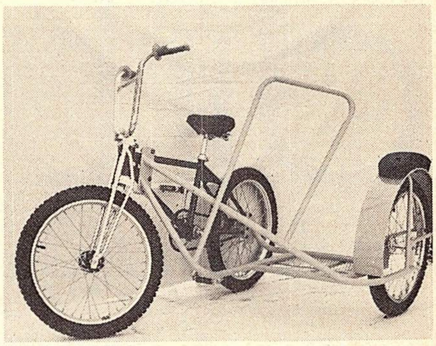
Circle 1 on page 73

SIDEHACKS



Pictured above is one of manufacturer Rick Ankrom's designs, the "Littlejohn Hack". This sidehack has won more races coast to coast than any other sidehack available today!

Rick's first design was the ever-popular R & R hack which was designed originally for street use only, but was modified for competition use and went on to become one (if not *the*) outstanding hack on the course.

Both of these rugged sidehacks demonstrate the quality workmanship and superb design features that White Lightning sidehacks have become associated with.

Rick's White Lightning sidehacks are available at your dealers now, in either right or left-hand versions, American or European style. These great hacks can be either bolted on or welded to most standard 20 inch bikes.

And now Rick Ankrom has something really hot:

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Also look for White Lightning 20 inch mild steel or chromemoly frames.

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dirt

by holbert holquist

HAMBURGER ON THE HIGHWAY

"I've got good news and bad news for you," reported Honda team manager Terri Mulligan after the Mid-Ohio USGP. "The good news is that we won the race. The bad news is that we wrecked the truck." Dave Arnold, who besides driving the truck also prepared Marty Smith's winning Honda, explained that a telephone pole mysteriously darted in front of him while returning from Saturday practice. "There were RC engines all over the side of the road!" said Arnold.

* * *

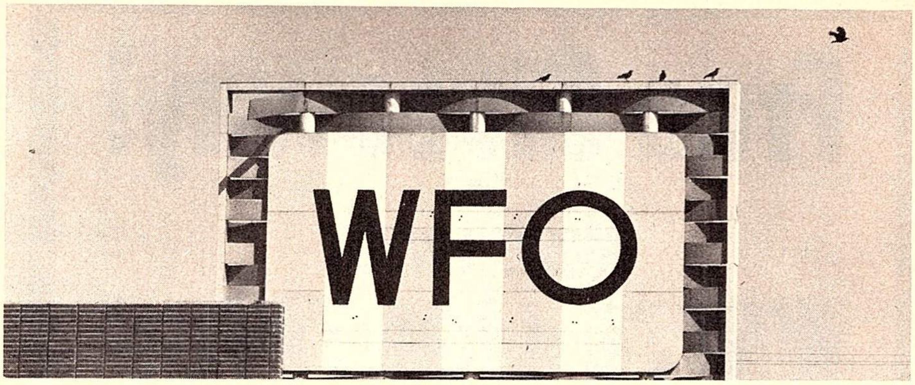
RAHIER BACK ON THE GAS-TON

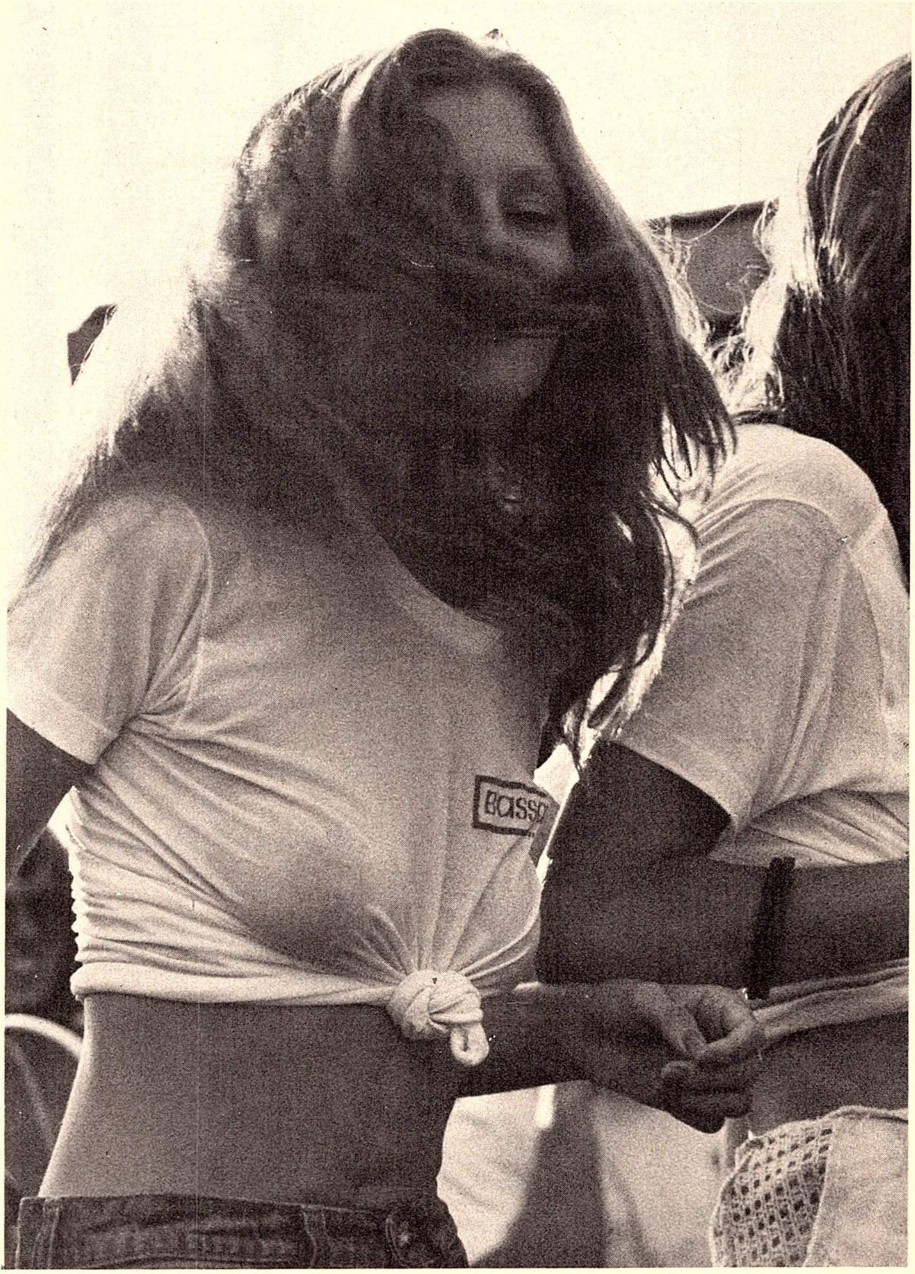
At the West German Grand Prix, Gaston Rahier made amends for his disastrous U.S. appearance by winning both motos and further cementing his already certain second World Championship in the 125cc class. Marty Smith, winner of the Grands Prix in Finland and the United States, scored a 4-2 behind Rahier.

* * *

SOMETIMES WE FORGET

We would like to point out that the photos appearing on the "Whips" page in the August issue were taken by Patti Trotter. Patti is a schoolteacher in San Diego and I'll tell ya, she don't get no respect.





BASSANI DAY

Not one to pass up a good excuse for a party, Darryl Bassani, the guy who builds the pipes, threw a big shindig at Saddleback Park to honor the sport of motorcycling. The party included minibike races for the big kids, wheelie contests and an extremely eventful wet T-shirt contest. Our reporter said it was excellent, especially when one of the entrants threw her contest uniform into the crowd.

KAWASAKI ENDS PRODUCTION OF KXs

1976 is the final year Kawasaki will be producing their KX-series motocrossers for general sale. Instead, they will build a limited number of factory replica machines that will be made available to selected dealers and private racers. The reason for the pullout seems to be that Kawasaki does not feel there is a sufficient market in the motocross field to warrant continued production of the infelicitous KX.

* * *

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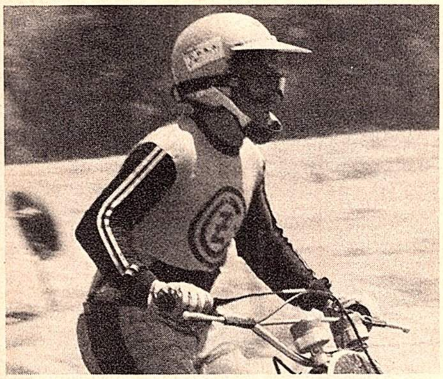
CRUISIN' FOR A BRUISIN'

We spotted this fellow gassing it at Indian Dunes motorcycle park. The way he has his face guard mounted on his helmet, a simple fall could end in tragedy. Any force exerted on the top or back of his helmet, like if he landed upside-down or got run over, would force his face guard into his neck with a good possibility that it would collapse the trachea, or windpipe. This would result in the fellow being unable to breathe, and ultimately, in death. This type of face guard should be attached so its centerline is somewhat parallel to the base of the helmet.



* * *

MXA NEVER FORGETS

MXA would like to thank Bill Walters Leathers, Jofa, JT Racing, Works Performance Products, Husqvarna, Scott USA and Bel-Ray Lubricants for their support of our team entry in the IWMA Women's Nationals.

MOTOCROSS ACTION MAGAZINE

Nancy Thomas would also like to thank the Baz for leaving a rag stuffed in her carburetor which undoubtedly saved her from the possibility of drowning in the final 125 moto.

* * *

SPITTING TITLE TO NEW JERSEY

For the first time in its 24-year history the National Tobacco-Spitting Championship was won this year by a non-Mississippian. Tom Eilenberg, a 25-year-old welder from New Jersey, took the title with an astounding 28-foot, six-inch patooie. Previously the contest, held in Raleigh, Mississippi, has always been won by a resident of that state.

Eilenberg, who has been spitting for nine years but never in national competition, hails from Millville, N.J., the site of New Jersey's only motocross track.

* * *

DECOSTER WORLD CHAMPION

At the Luxembourg Grand Prix, the final event of the 12-race World Championship series for 500cc machines, Roger DeCoster captured an unprecedented fifth world title when his Suzuki teammate Gerrit Wolsink failed to win the two motos he needed to eclipse DeCoster. The event ended a dramatic season that saw Wolsink come very close to snatching the title from DeCoster. The week before the Luxembourg round saw the two exchanging moto wins in Belgium to maintain the stalemate. DeCoster

Continued on page 70

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Circle 3 on page 73

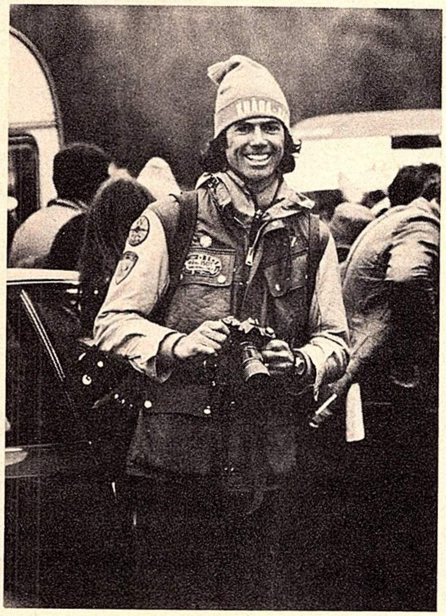
mail entries

EUROPEAN STUFF

Dear MXA:

The European coverage in your August issue was out of sight. I am constantly amazed by the number and enthusiasm of the European spectators. What was the foxy French lady on page 37 staring at?

George Pickard
Phoenix, Arizona



David Maltais.

(*Obviously, correspondent David Maltais's zoom lens. — ed.*)

Dear MXA:

At last! A return of your outstanding European coverage. *Fifteen Days in Europe* by Geoffrey Fox was great.

Wendy Tallsman
Hollywood, Florida

MONTESTIMONIES

Dear MXA:

Boy, did you guys stroke that Montesa (August). The whole test reads like a four-color sales brochure. It seems to me that a supposed "new and improved" 250 should offer more than squirrelly tires, an end mounted front axle, a low pipe, dysfunctioning shocks, weak fork springs, poor footpegs and a crotch-battering gas tank.

Bill DeLea
Fort Worth, Texas

Dear MXA:

The Japanese should take a lesson on how to build a quality motorcycle from the Spanish. The Montesa is a perfect example of what the Europeans have to offer: quality, not quantity.

Brad Middleman
Norristown, Pennsylvania

(*They'll get you for that, Bradley. — ed.*)

Dear MXA:

I don't know where you guys got your VA, but the one I bought started shedding parts like a gypsy circus wagon after the second race. I think Montesa uses coat hangers in their wire welders.

Franklin P. White
Chicago, Illinois

Dear MXA:

My Montesa VA is so fast, the guys at the local track make me face the other way on the starts.

The Montesa Kid
Medford, Oregon

RETURN OF THE GROSS

Dear MXA:

More pictures of Billy Grossi! He's my one and only heartthrob.

Brenda Wadsworth
Bridgeport, Connecticut

Dear MXA:

I'm so glad Billy Grossi is back racing again (August). Boy, what a fox. He's got dibs on my ribs any time.

Betty Friedman
Santa Monica, California

(*Ladies,* please! *The boy has his health to consider. — ed.*)

THE BOX IS THE TOPS

Dear MXA:

Congratulations to the Baz for his August column. He said it just the way it is for us kids. I just hope the motorcycling parents will understand us now.

David Murphy
Leominster, Massachusetts

Dear Baz:

Bingo on your August *Box.* Parents have always had it in for us kids who want to become professional motocrossers. Besides, who would want to be a grocery store manager?

Rocket Ricky
Milton, Florida

(*Miller used to be a bowler. — ass. ed.*)

Dear Baz:

Your August *Box* hit it right on. My parents gripe all the time about me riding. I'm good enough to win but my mom says I might get hurt. I've only pulled some tendons in my ankle, compressed a vertebra and chipped a bone in my shoulder. What's really bad is that I get it from the girls, too.

The Talent
Ridgecrest, California

Dear Baz:

I really think your last column touched the problem most kids are dealing with. I keep telling my dad and my brother that I'm going to become a motocross star, but they just laugh at me trying to get good on my Kawasaki.

Matt Dunn
Winter Haven, Florida

(*Maybe you should get a bike that isn't so funny. — ed.*)

FERNANDO WHO?

Dear MXA:

I would sincerely like to thank you for putting my picture in MOTOCROSS ACTION. They never let me get in *Cycle World.* And I'll be out of the hospital in no time. That

Mini-MX tag team race really got to my head. But I haven't received any get well cards from Baker, Maly and Blix yet.

Fernando Belair
Palm Springs, California

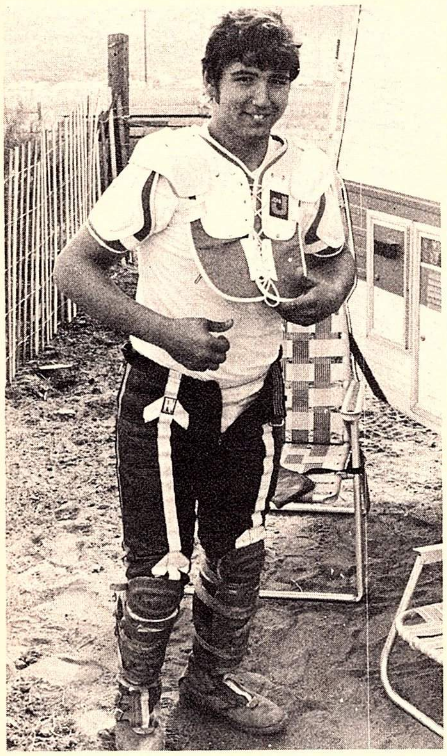
(Don't hang by your eyelids waiting, Fernando. — ed.)

LOVE THAT TONY D.

Dear MXA:

Would you please print more pictures of Tony DiStefano? I think he's the foxiest guy in your whole magazine!

Suzie Ellis
Fresno, California



Tony D, in the old days.

TRANS-AM SPECIAL

Dear MXA:

I thought your *Trans-Am* special issue was well thought out and had some good action photos. It was really neat the way you put the sections and the photos together. The only bad thing was that the color photos were back to back and I

Continued on page 61

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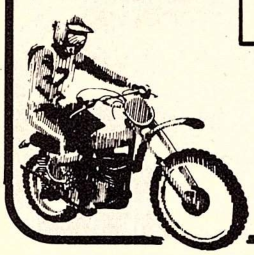
Circle 4 on page 73

MOVING?



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There's lots of excitement in the new building that houses **Myerscough Machines** *— and it's their new line of parts for Suzuki RM bikes. Just as with the winning line of products for Yamahas, these are all track-tested, tuned for performance and ready to make your bike super-competitive. Pictured above is just one of the items you'll find listed in the catalog pages for Suzukis. Just as hot is the new 'snake' for Yamahas, directly above. Order them now, dealer or direct.* **Send 50¢ for Catalog 294D.**

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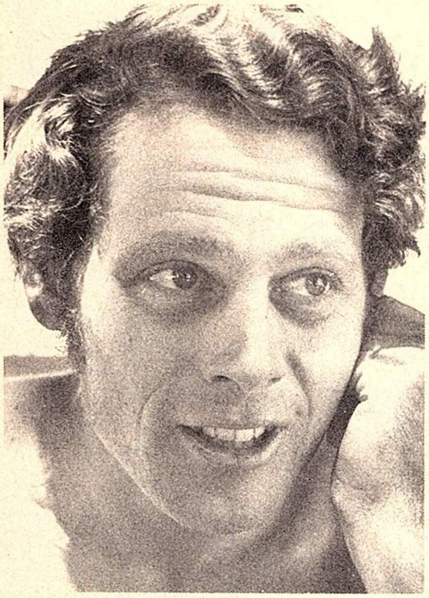
Circle 5 on page 73

wing nut



by al baker

These letters are real and so are the answers and opinions expressed by Baker, which incidentally are subject to change at any time or in the near future. (ed.)

RUN IT RICH, OR BLOW

I bought a TM125 last September, and when I bought it the previous owner told me to mix 20:1 with two-cycle oil. I do that but I think it is running rich. Do you think I should use a little less oil or switch brands (I use Chevron Standard)? Any help would be much appreciated.

Craig Howard
San Andreas, California

We gave your condition serious thought and decided that you probably never had a bike before or you would have tried a different mixture of oil. Our previous experience with Chevron Standard oil (alias Super Red) was that it had to be mixed 16:1 or your crank would self-destruct. I believe you would have much better luck with Bel-Ray MC-1, mixed 50:1 or 60:1. I use Pennzoil two-stroke oil mixed 32:1 and have had no bad experience with it in the last three years. Switching oils is like switching girlfriends, an all-new experience.

DON'T SPEND THE BUCKS

Do you think that the stock suspension on my Harley SR100 is sufficient for MX? If not, what could I do to make it better?

Rick Seconds
Indianapolis, Indiana

If you haven't broken any bones yet you're damn lucky. Riding an SR100 in motocross is like playing Russian roulette with a loaded machine gun. There is nothing you can do that wouldn't cost more money than the thing is worth, so PLEASE sell it before you kill yourself.

BRIDGESTONE MX100?

I'm thinking about buying a Bridgestone 100. I would like your opinion about the bike and the manufacturer. I've never seen a Bridgestone in motocross.

Richard Fleming
Winter Garden, Florida

Boy, I remember that ten years ago a Bridgestone 100 was the hot ticket. I used to win a lot of races on one way back then. But seven years ago they went out of business. I believe their motorcycle division merged with Kawasaki. Now seven years later Kawasaki has ceased production of all their motocross bikes! This tells me one thing, that the family heritage of this particular Bridgestone you are interested in has not been successful. If you really want to see a Bridgestone in motocross, then buy it and enter one, but I wouldn't.

BOOK IT OR BE BUSTED

I've got a problem. I've got a TM100 Suzuki which, of course, is a motocrosser. Now, every time I boogie down to the local track, which is about four blocks away, the cops hassle me. I'm 14 and want a Suzuki RL250 trials bike. Now, if I could pass the cops on the street I could bluff my way through as being 16 unless they ask me for my license. The problem is, how can I make the RL street-legal?

Gary Wernli
Austin, Texas

The first thing you should do is push your bike down to the local track. Of course, if you don't want a license, keep on riding down. If you can bluff the cops you're doing a hell of a lot better job than I am, because the first thing they ask for is your license. If you really want to set up an RL250 for the street, you have to add a brake light and brake light switch, a horn, a rear-view mirror and a license plate. Do you really want to go through all that trouble . . . ?

WHERE TO MOVE 'EM

I own a stock 1975 model Honda Elsinore and would like to do something with the rear suspension. Would you advise that I lay the shocks down or move them forward? What will give the most travel, and also, what shocks should I get? Money is also a great consideration.

Bernie Boswell
Harpers Ferry, W. Virginia

I would recommend forward mounting, and S&W shocks — 13½-inch. They aren't rebuildable, but you won't have to rebuild them. One nice thing about S&Ws is the low price of $79.95 complete with springs. We have a forward shock mounting kit for your stock swingarm, price only $8.85. Your travel will be seven inches and it's plush.

'76 HEAD

I am happy to see that you recommend Pennzoil for the '76 125 Elsinore, as it is the brand I chose, too.

What I would like to know is what type of head you recommend for the '76er.

Greg Zimmerman
Clio, Michigan

Cylinder heads are a costly accessory in regard to the performance they give. The same results can be achieved by remachining your stock combustion chamber. Only certain companies I know of can do this machining properly. Stock cranking pressure should be brought from 126 pounds to 155 pounds. Horsepower will increase by approximately one. The coldest running of all the accessory heads is the Webco, which also won MXA's

Cylinder Head Shootout earlier this year. If you don't wish to machine the stocker, go for the Webco, as long as you're not planning to install a Hi-Pipe in the future.

YZ80 INSURANCE

I have a Yamaha YZ80C. I'm thinking about racing. I saw in MXA that they sell a YZ80 air box. Would this help, and how? I was also thinking about getting a pipe. What would you recommend? I will appreciate your advice.

Jim Barlaan
Kissimmee, Florida

If you're still running a stock air cleaner on your YZ80B or C you are taking chances you are probably not aware of. Seepage and restriction are the main complaints with the stock box. The Fun N' Fast filter and box require little effort to install and service, besides increasing clean air induction to the maximum. A proven performance air box and filter are better than insurance. Meyerscough Machines races and proves the pipes they sell, so go for one. ™

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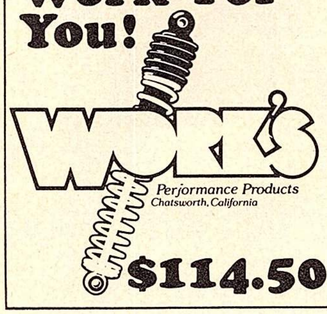

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Circle 7 on page 73

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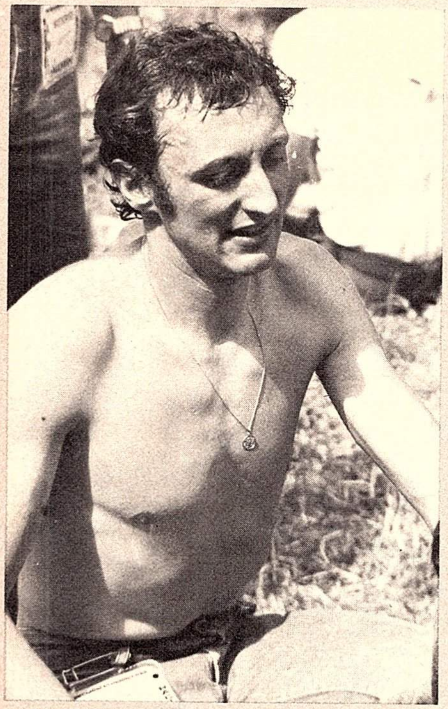
Circle 8 on page 73

whips

little things about people who make motocross neat

FRANCOIS MINNE



When World 125cc Motocross Champion Gaston Rahier came to the United States to race the USGP at Mid-Ohio, he brought with him his friend and protege, 24-year-old Francois Minne, also from Belgium. Minne (pronounced "meen") attracted the attention of the World Champion while riding a factory-sponsored Montesa in national and international competition. He rode well and showed a great deal of talent, but mechanical problems were keeping him from the winner's circle. Gaston offered him a ride on one of his Suzukis and Francois accepted, becoming the number one rider on Gaston's shop team.

Minne, an accomplished automotive mechanic, rode the USGP on a stock RM125A for Gaston Rahier Moto of Dison, Belgium. He broke in the first moto and finished out of the top ten in the second. It was a tough day for Francois, but no worse than for Gaston.

JOANNE MILEY

"Before I got into motocross, the most strenuous thing I would do was push the shopping cart." That was before JoAnne and her husband John bought their first dirt bike. Now, five years later, JoAnne is one of the top women motocross stars in America.

How does the 31-year-old hairdresser from San Juan Capistrano, California, do it? "I like to do my best. If my best is winning, that's great. If I do my best and don't win, I'm still really happy because I did my best.

"But mostly I like to race because it's fun. I can go out and race and be doing something together with John, and that's what I really love."

JoAnne met John at a karate studio in Oklahoma and they've been chopping around together ever since. Between racing and minding their hairdressing business they still manage to keep up their karate. John is a black belt and JoAnne is working on her brown.

They worked their team magic at the Women's Motocross Nationals when JoAnne piloted a pair of Torco-sponsored RM Suzukis, prepared by John, to fifth place in the 125 and second in the 250 to become the third best lady racer in the business.

Ironically, the biggest trophy this remarkable woman ever won, a six-footer, was for hairdressing.

KARL-HEINZ HENSSNER

(David Maltais)

This is the man who for many years has wrenched the Maicos for the king of the over-the-hill gang, Adolf Weil. Karl-Heinz is Maico's answer to the enraged badger or the troll who lives under the bridge. He's the type of guy you always see puffing the short butt of an unfiltered cigarette, but never lighting a new one. Any efforts by civilians to get a closer look at his bikes or a peek inside the truck are met by cries of "Ouster! Ouster!" and exaggerated motions toward the plastic flags that separate his work area from the rest of the world. But then again, how would you feel if you had to put Adolf Weil's Maico back together every week? But seriously, folks, if Karl-Heinz didn't do a good job, would a smart fellow like Adolf Weil keep him around? Sure, because he's scared stiff of him.

trick

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FOX AIR SHOX Complete	$215.00
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WORKS PERFORMANCE GAS W/Springs	$140.00

SPECIAL REWORKED BOGE/MUL SHOCKS (New Rebuildable Shocks-set up with gas cells, improved dampners and no fade oil. Has better dampening characteristics than Boge/Mul LTG –better pricing too). w/Springs **$85.00**

SPECIAL OF THE MONTH

Bel-Ray NC-1 (Case of 24 16 oz. Bot.) $48.00

CR-125 –34 MIK KIT $47.00

A must for modified bikes. Substantially improves power band on un-modified models. Comes with high-volume intake manifold, gasket, air boot and special clamps.

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360-14 – $18.95 360-15 – $19.95 360-16 – $20.95

HEAD GEAR

Scott Goggles – $10.15		Scott Face Mask	$ 6.50
Scott Goggles with face mask			$14.95
Mikkola Rock Guard – $6.95		Bell RT –	$32.95
Bell Super Mag – $49.00		Bell Moto Star	$58.00

YAMAHA TT500 38 MIKUNI KIT

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Circle 9 on page 73

Continued from page 9

Tripes Replica Can-Am shirt.

The fat lady by the front loaders really got off on my Gold Belt. She must've thought it was some kind of foundation garment I wear to keep my youthful figure. I should've brought my knee brace along. That would've *really* blown her mind.

If there are any girls in the audience, I can always get a giggle out of them with the appearance of my Brad Lackey style, powder blue pit undies. But it sure must make them think twice when I start coming up with knee-length gold and green socks.

I'm positive one little kid watching would've loved to ask me why the cuffs on my blue jeans were all ripped out. There isn't a pair of pants I own that hasn't been well chewed on by various countershaft sprockets. And those curious circular black stains must be a wonder to anyone who's never backed into the end of a wet exhaust pipe.

My big finish for the day, a pair of red and gold Jofama leathers, actually drew a gasp from the fat lady by the front loaders. But nothing will ever top the time at a coin-op on Pico Boulevard when a pair of lavender rough-outs with green stripes and purple fringe received a standing ovation.

Yes, that was a fun laundromat. The machines all worked and the people were nice. It's too bad I can't go back there. There's a wanted poster on the wall with my picture on it. I'm charged with murdering washer number 37. The head washerwoman came in and discovered the polluted machine just as I was tucking away the last of my shop rags.

"Ach du lieber!" she cried, looking under the lid. "Mine washer iss *kaput!*" It didn't take her long to find me. A laundry manager can spot a motocrosser a mile away. "Ouster! Ouster!" she screamed and came after me with a mop. This lady was the Carl-Heintz of washerwomen.

So now I must search for another victim. Who knows where the Maytag Murderer will strike again. Hmmm, I wonder if I could fit my boots in a front loader . . .

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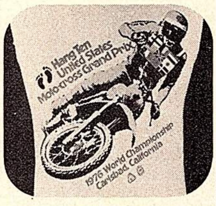
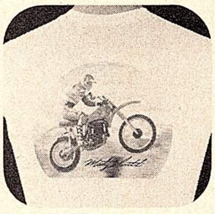

Hang Ten United States Moto-cross Grand Prix
1976 World Championship Carlsbad, California

2. Official shirt of Hang Ten United States *GRAN PRIX* 76

3. Official shirt of the *SUPERBOWL* of Motocross



4. Signature shirt by *MARTY SMITH* 1974/75 125cc National Champion

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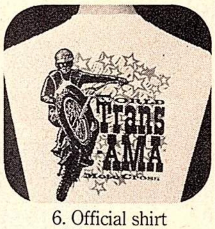
1976 I.S.D.T.

5. '76 Austrian I.S.D.T. tee shirt



6. Official shirt of the *TRANS AMA* (Europeans vs. Americans)

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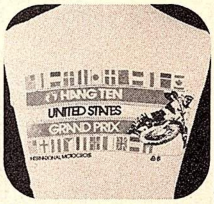
7. *KENNY ROBERTS* on the official Laguna Seca road race shirt



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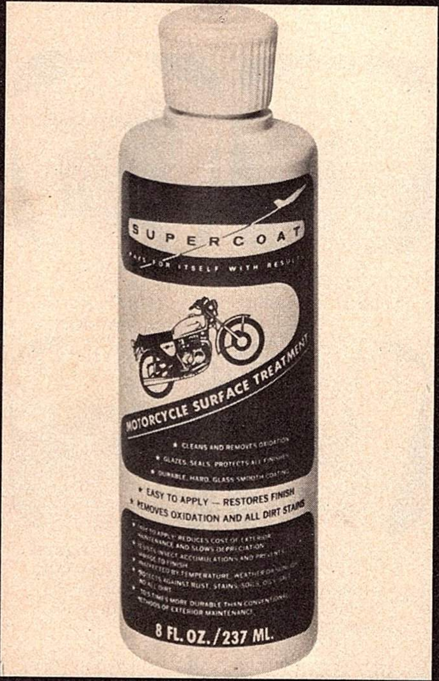
Circle 10 on page 73

tricks from the trade

FEET HEAT

Become an instant hot-shoe. Slip one of these electrically-heated insoles into your grubby MX boots, strap the remote reservoir battery pack to your leg, turn it on and burn up the track. They won't melt Heckels and they will fit into any type of shoe or boot. If racing in the cold winter season turns your toes into numb, lifeless, misshifting stubs, then a Hot Foot will keep you cooking when the heat's on. They're available in most ski shops for $14.95 or write to Hot Foot, Dept. MXA, 2735 Copley Ave., San Diego, California 92116.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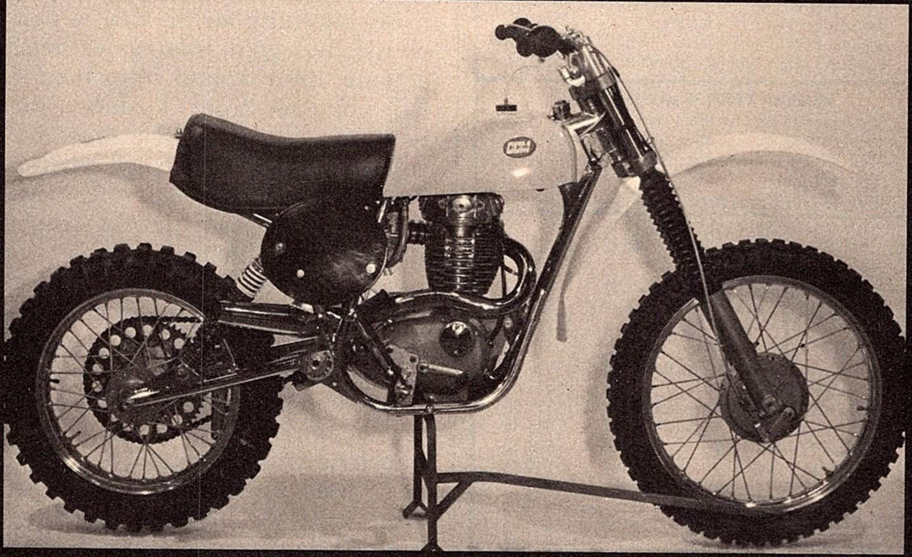
Squirt a little of this on your bike and keep it looking sano. It goes on just like Turtle Wax, leaving a clear, shiny, protective finish that fights mud, dust, dirt, crud, fungus, mildew and all the other ailments of the average motocrosser. Actually, it works pretty good and makes cleanup a lot easier. One bottle is three bucks, and like many other liquids, a little goes a long way. Look for it down at the shop or write to Supercoat, Dept. MXA, P.O. Box 3162, Long Beach, California 90803.



CCM WORKS REPLICAS

Designed from the knowledge gained in last year's GP season, the '76 CCM factory four-strokes could be said to represent the sum total of British motocross thought. The totally new frame accommodates long travel suspension front and rear, with laydown gas shocks pumping out nine inches in the back while the front jobbers soak up eight and a half inches of mean ground. The weight has also been reduced down to a slim 220 or 230 pounds (depending on the size of the engine). Not bad for an open class four-stroke. The CCMs are available in a range of bores and strokes from a special-order 250 on up to a healthy 650cc. Take your pick. For more info on the mighty monsters, drop a line to CCM Imports America, Dept. MXA, 4452 W. Idyll Dell Rd., McHenry, Illinois 60050. Saying things like "pip pip" and "cheerio" will get you nowhere.

BAROOM-BAROOM

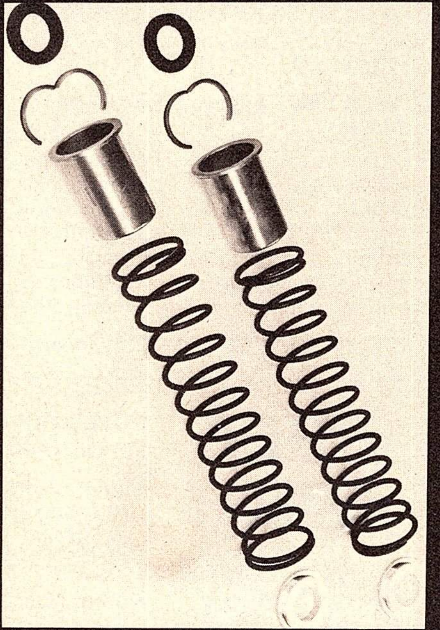
For full-on, bar-dragging berm-shots, the Barum MX tires will stick, even on the slipperiest tracks, usually. After being tested by the Czech GP racing team for over a year they still didn't break. The front tire features a unique wedge design (ideal for centerpunching) and has hordes of knobs growing out of it everywhere on down to the rim. The rear 4.75x18 knobber will definitely throw big roosts with no problem. Barums are standard equipment on all CZs and Husqvarnas, but don't let that scare you, they're also available at motocross-type shops or through Trivic Dist., Dept. MXA, 1586 Fayette St., El Cajon, California 92020.

MUD DUDS

Besides being lightweight (under two pounds), machine washable and the favorites of such international go-fasts as Lackey and DeCoster, the newest Torsten Hallman Nylon GP Pants have Velcro bands below the kneecaps that let you attach matching leg covers. Slip them over your boots and be prepared for the muddiest track in the swamp. Just the thing for soggy Sundays this winter. Check out the "baggie look" at your local TH dealer or send a buck for the catalog. Torsten Hallman Racing, Dept. MXA, 1490 Fayette St., El Cajon, California 92020.

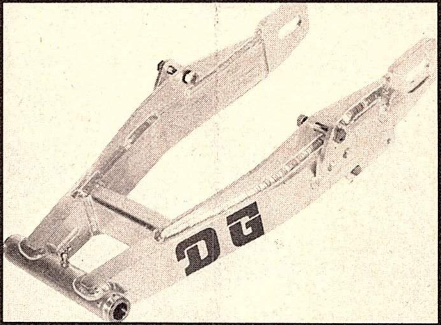
FOUR-DOLLAR LIDS

That's right, folks, only four bucks. Where else could you get a good lid that cheap? Not from your local dealer, but from none other than good old Malcolm Smith. Now you know why he was always smiling in "On Any Sunday." The lids are available in different team colors and logos, and they're really only $3.95. The connection is Malcolm Smith Racing Products, Dept. MXA, 888 Marlborough, Riverside, California 92507.



BOING

For excellent handling and factory looks, DG offers these External Fork Kits for most makes of scoots. By using 18, 22 or 28-pound springs you can tune your forward bouncers to the point of perfection and gather a crowd around your bike in the pits at the same time. $42.95 in an envelope addressed to DG Performance Specialties, Dept. MXA, 5552 E. La Palma Ave., Anaheim, California 92086 should result in a pair sticking out of your mailbox in no time at all.

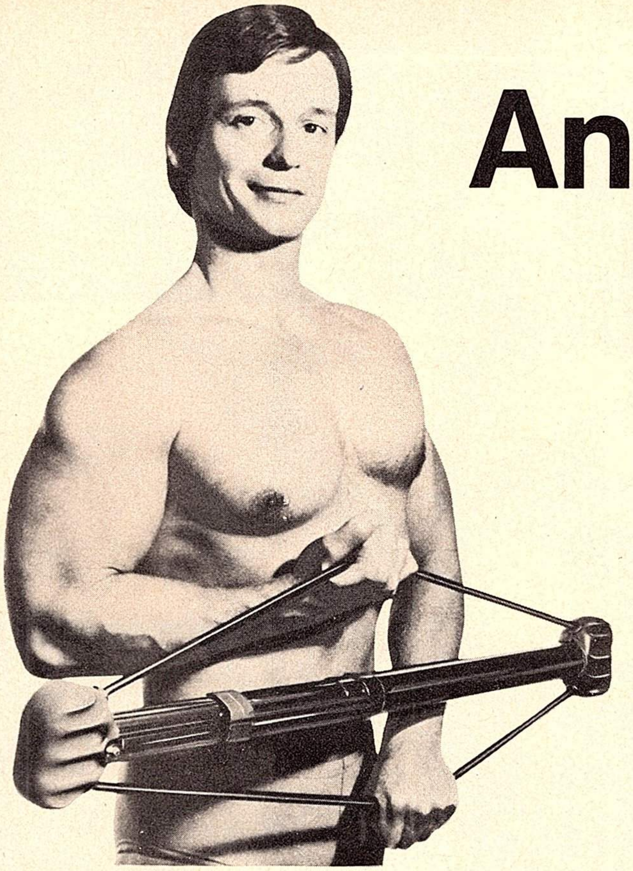


HOLY EXTRUSION, BATMAN!

With DG's Aluminum New Generation Swingarm, '76 125 Elsinores and RM125A Suzukis can use the 13.4 Girling Long Strokes or another comparable shock to boost even more travel out of the rear. The arm weighs only six pounds and goes for $125. Naturally, they also make swingarms for CR250s, RM250s and RM370s for $135. They're all down at DG in the MXA Department waiting to be bolted to your bike, as soon as you send the bucks to 552 La Palma Ave., Anaheim, California 92806.

MORE FOUR

For you old-timers out there who still think that a four-stroke is the fastest way to get around a motocross course, Pro-Tec offers a full line of neat little goodies for the Yamaha TT500cc thumper including high-performance cams, high and low pipes, megaphones, leak-proof dipsticks, unbreakable skid plates, high-performance valve spring kits and bogus tanks for desert rats. Who knows, with all that power you could roost all over Maicos and Suzukis. The place to get it all is Pro-Tec, Dept. MXA, 8423 Rosemead Blvd., Pico Rivera, California 90660. Thump-thump.



An expert tells you how to get back in shape!

Our files show that thousands of men want to get back in shape, but don't know how to go about it. We decided to ask an expert, Mike Fretault, leading fitness authority. Here are his answers.

Q. How can I get back in shape?

A. There is only one answer to that: get more exercise.

Q. Won't sports do the trick?

A. Sure, sports are great, provided you practice a "complete" sport like jogging, swimming or rowing a few hours every week. Unfortunately, most men don't have the time or energy for that.

Q. How about calisthenics?

A. Also very good, but even a beginner's program should comprise at least 200 to 300 repetitions. Most men find calisthenics tiring and boring and give up after a few workouts.

Q. Isn't there an easier way?

A. There is one outstanding home training method I use and recommend. It's fast, it's easy and it keeps you interested because during every workout you actually see your strength increasing on the built-in Powermeter gauge.

Q. What's it called?

A. Bullworker® training. It's based on Isometric techniques which have been proven to increase strength three times faster than conventional methods.

Q. How long does it take?

A. The introductory "get back in shape" program requires only 70 seconds of exercise per day. The complete advanced training program takes about 5 minutes.

Q. What kind of results can I expect?

A. After 2 or 3 weeks of introductory training, most men can see an increase in strength of around 10% and measure an extra inch or two of muscle on their shoulders, chest, biceps—and an inch or two less flab around the waist.

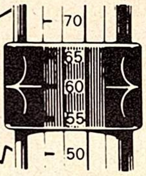
Q. But it's hard work, isn't it?

A. Absolutely not. Most men between 15 and 65 in good general health can run through the full program without getting tired. Bullworker training is progressive so you perform better each time, yet the training always seems easy to you.

Q. What can I expect from continued training?

A. The sky's the limit. There are specialized exercises for building-up or trimming down any part of your body you want to: broad, muscular shoulders—bulging biceps, powerful wrists and forearms—a deep, manly chest tapering down to a flat, trim waist—muscular thighs and calves. You can expect strength increases of up to 4% a week; that's 50% in just three months and I have seen many men go on to double and even triple their strength.

See your strength g-r-o-w-i-n-g day by day on the built-in patented POWERMETER



Q. How can I find out more about Bullworker?

A. I suggest you write for the Free Booklet in color. It contains complete details about Bullworker training and tells you how you can try a Bullworker for two weeks in your own home without cost or obligation.

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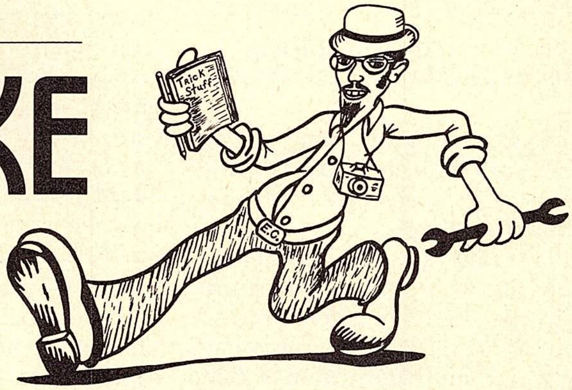
Circle 11 on page 73

technical

TWO-STROKE TUNING: PART ONE

By E.C. Birt



This is the first segment of a three-part article on the workings and race-tuning of a two-stroke engine. It is related directly to the experiences of E.C. Birt and is explained to you in layman's language, or "country," as E.C. would say. — Ed.

In order to race-tune an engine you've got to understand it. You can learn from my years of experience and bad mistakes.

E.C. Birt
U.S. 19 N. Rt. 2 Box FAST
Port Richey, Florida 33568

Dear E.C.,

I'm planning on opening a motorcycle performance shop when I go to college. What will I need to take in college?

I know that I would have to be a good machinist and be able to read blueprints, etc. Where do I go to learn these things?

Please tell me everything that you did to become what you are, since this is the route I'm going to follow. Please tell me what you did as far as college, etc., and other activities. This letter is very important to me so please give me all the information I'm going to need to lay out my future plans. I'm sure that you know what I'm going to need to perform in my performance shop, such as porting, milling, designing and fabricating pipes, special heads and cylinders, crank work, etc.

I'm writing to you because you've been through all this and in my book you are the greatest!!

Your future top tuner,
Dave Aloyan

P.S. Please write; this is very important to me in planning my future as a tuner.

Hi Dave:

Yours is a typical letter, like hundreds of others that I have received in the past. Your honest desire to learn and maybe someday become a tuner to reckon with leads me to answer your letter this way.

As I look back on my past, there are a lot of things that I would have done differently. One would be to have gotten more education. This would have made the job of being a better businessman much easier. You see, I didn't go to college. I did finish high school, and this I did on the top of a green motocross course called a pool table to earn the money needed for school.

As far as being a tuner, machinist, mechanic, pipe builder, welder, designer, and all the other phases of the motorcycle business, I'm self-taught.

Now at this point I will probably get a thousand letters from irate parents, and the school board will probably kick my kids out of school. I feel that colleges sometimes don't do the job that they should do. College is a place you go to spend two or three years of your life trying to figure out what you may do someday. To me, this is a waste of time and money if you know what you want to do with your life already.

Education you do need. Maybe better than college would be a trade school that will teach you for eight hours of the day the things that you need to become not just a tuner, but a full success in life as a motorcycle businessman.

If I had it to do over again, this is what I would do. I would check with the government and find the trade schools that they have listed that are good in the fields that would pertain to the things I needed to know. Then I would go and seek them out and pick the one I felt had the best program. Listed below are the courses which I feel are essential to become a success in the very competitive field of the motorcycle business. (1) Business management. Paperwork makes the world go around, and you have to know all phases of it. (2) Machinist. The endmill and lathe are the important ones. (3) Welding: heliarc and acetylene. (4) Sheetmetal fabricating. (5) Mechanical drafting would also be very helpful.

From here on out, how successful you are will depend on how creative you are, and what you will learn by yourself. You will learn by your mistakes. The next seven words are the most important thing that I can tell you; memorize them and put them to use for the rest of your life and things will always come out a little better for you. Use your mind first, then your hands.

As you can see, there is more to

this business than just grinding a cylinder and going out and winning a race.

You can learn a lot from books, and there are some good ones on the market now. However, most of them have one thing wrong with them. If you don't have a college degree in engineering, you can't understand what in the world they're trying to tell you. Oh yes, they have the forty-dollar words and the formulas that would have kept Einstein up to the wee hours of the morning doing about 400 laps up and down a slide rule to figure out that 3 + 4 = 2. After you figured out what 2 was and did it to your scooter, it probably didn't work anyway.

So where does this leave you? Probably right back where you started, but a little more confused. Most of the editors who write the magic of motorcycles are trained journalists and they know ways of talking around in a circle and never say anything that is of real importance. I'm just a country boy who loves motorcycles and the challenge of taking something and working with it to hopefully make it better, or maybe last a little longer.

This is your first lesson. Learn it well and you will profit in the end.

— Get yourself a notebook and start keeping a record of everything that you do to your bike. Good or bad, write it down.

— Now this may sound a little corny, but I'm dead serious. On that first page I want you to write this: "There is no such thing as a stupid question if you don't know the answer."

— A question that you may feel is stupid is better answered than learning it by making a stupid mistake.

Some of the things that I have learned by myself because there was no one who would or could help me, I'm going to pass on to you. This will give you a start, a working platform, and from there your success will be up to you.

In building racing bikes, there are two kinds of engines. They fall into either the four-stroke or two-stroke category.

Since I loaded up my toolbox and rolled it out of the Chevy garage many years ago, my attention has been on the two-stroke design. From here on out, if you are of the valver clan, you're not going to learn much. But on the other hand, you might just be curious enough to see how the other side does it, so sit back and ride the next moto with us to the checkered flag.

For the benefit of you four-stroke riders and some of you who have just become involved in two-stroke engines, we will briefly take a look at what makes a two-stroke run and go from there. Many of you don't understand the forty-dollar words some engineers use. Sometimes I don't understand them myself. So in plain old garage talk I'll do the best I can. Engineers build motorcycles, tuners build racers.

A two-stroke engine has only three moving parts: (1) the piston; (2) the crankshaft; and (3) the connecting rod (to tie the first two together). (Figure 1) Now, with these three parts tied together all we need is something to put them in and we have an engine. Look at Figure 1 and you can see that the big end of the rod sitting in the crankshaft is at the side of the crankshaft wheel, fastened to the wheel with a crank pin. This rod in today's two-stroke (most of them) has a needle roller between the rod and pin so that it can turn freely. Now, with a piston shoved into a cylinder with holes in the sides of it, we have the makings of a two-stroke engine.

As the piston gets to the top of its stroke, the spark plug fires, creating a force called combustion. (Figure A) The force from the exploding charge on top of the piston forces it back down the cylinder. As the piston goes down it forces the crankshaft to turn because the crank pin is located off-center to the crankshaft, creating leverage (Figure B).

As the piston goes down the cylinder it starts to build up pressure in the lower end, forcing another fresh fuel charge through the transfer ports to the top of the engine. (Figure C) A quick look again at Figure 2 shows that for each revolution of the crankshaft, the piston will make one stroke up, and one stroke down, the cylinder. Thus, for each crankshaft revolution there are two piston strokes, with combustion occurring each time the piston reaches the top of the cylinder. You can see how this type of engine got the name "two-stroke."

Now that we know what it is, let's take a quick look at what makes it run. The piston has three jobs. The piston works as a sliding valve, opening and closing the ports as it travels up and down the cylinder. The engine uses four ports: an exhaust port, something to hang the expansion chamber on; an intake port, that's where the carb is; and two passageways, one on each side of the cylinder, leading from the crankcase. These are called transfers. Take a look at Figure A2 and Figure 3. You see that the intake port opening and closing is controlled by the bottom edge of the piston skirt. The transfer and exhaust ports are controlled by the top edge of the piston.

Now you have the idea of what makes it run. What makes horsepower? There're 360 degrees in a circle and at every point of that circle (crankshaft revolution) there is something being done to make horsepower.

Four major points in a two-stroke engine design control how much horsepower an engine puts out: (1) cylinder ports, their size and where they are located; (2) compression; (3) carburetion; and (4) pipe.

Porting seems to be the foremost point of horsepower that you read about, and just may be the thing that you understand the least. Most of those tech pieces don't tell you what you are doing, only, "Do it this way and you will go faster."

Remember our first lesson? Ask, *before* you do something dumb. I don't like that word, but I can't think of a better one at the moment. OK, in your notebook here is Rule Number Two. If in doubt on a certain measurement of one kind or another (example — latest hot tip from the do-it-yourself tech piece says, "Raise the exhaust port three millimeters and lower the intake five."), learn to read between the lines. Raise or lower that port maybe a third of what the tech piece says. You can always go back and grind out a little more metal. It's more difficult to put it back once it's out.

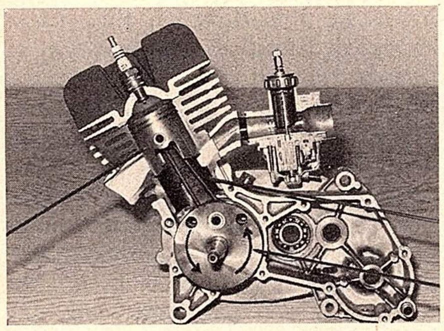


Figure 1

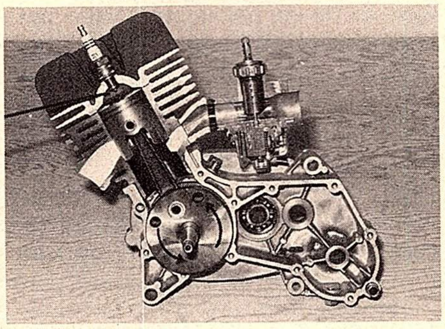


Figure A

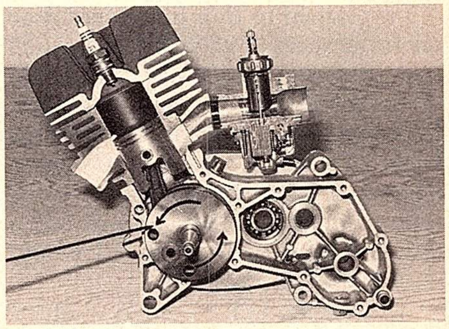


Figure B

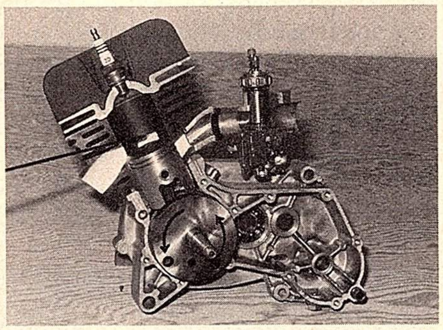


Figure C

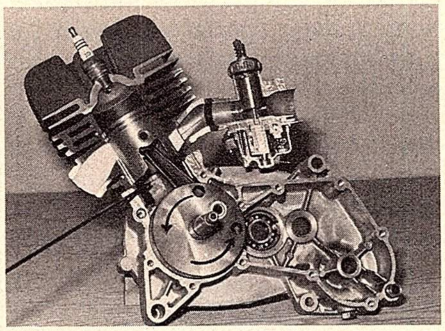


Figure 2

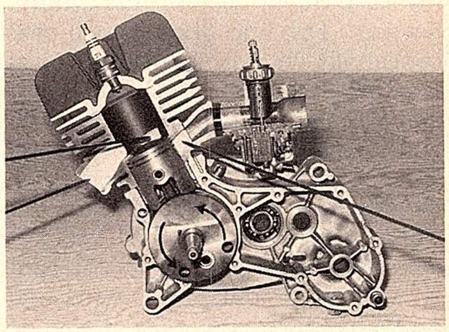


Figure A2

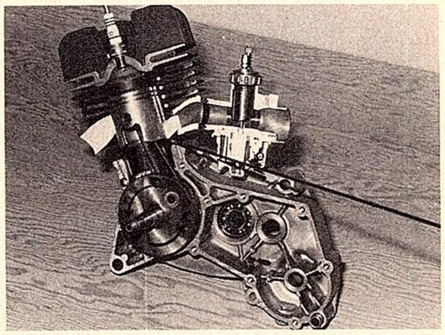


Figure 3

The quality of any job that you do has a lot to do with the tools that you use. You probably could take your whole motorcycle apart with a pipe wrench and a four-pound hammer. After you get through, the bike will look like that's what you used on it, too. Still you *could* get it apart that way. The same with your cylinder — you *could* port it with a cold chisel and a dual hatchet and it might work.

The sickening part is that I've seen cylinders that come from shops and would-be tuners who are supposed to know that they are doing, but they looked like tomahawk specials. There is no excuse for this kind of work, and if that's all you are going to get for your money, why not do it yourself?

The biggest problem with porting is that, up till now, there just weren't any sets of porting tools or kits designed to do motorcycles.

I've always used air to drive the porting tools that we use, but you, the home tuner or small shop that wants to dig out those hidden horses, have a problem on your hands. All that you need for doing your cylinders with air is a compressor, minimum size five horsepower. Cost: about 1500 bucks. Ten horse is the best because it will maintain 150 pounds of air at all times. Cost: double that of the five-horse job. Grinding motors you need are one high-speed grinder, one that has some torque, and a right angle grinder. Cost of these grinders, hoses and necessary fittings: about $500. Now, no one can afford this kind of expense unless he really has a lot to do. The important point is that you must have tools with which you can control the speed of the grinders, or you are in trouble before you start.

Your problems and needs have not gone unheard, because Clay has the answer for you. Who is Clay? The best way to answer that is, he's just plain country. He hails from Tennessee, phone (615) 762-6995, and calls his company C.C. Specialty. Clay called me one afternoon and at that time I had never heard of him. Anyway, as we talked, he informed me that he had been working on putting together porting kits for the last three years, and felt that he had everything in kit form — from a starter kit to a professional kit — that could, and would, do anything that I could dream up. His grinding motor was electric and had a foot control that would let the porting tool turn as fast or as slow as needed.

Please turn page

I explained to him that I had used air for a number of years and that I hadn't seen anything else that could do the job the way I wanted it. Plus, for an old dog it is hard to learn new tricks. To make a long story short, we test a lot of new products for the motorcycle rider; some are good, a few bad, and the ones that I would use I'll tell you about.

After the U.P.S. man left, I opened up the box of goodies, and to my surprise there was just what I needed. The one thing that I was concerned with from the start was whether the electric power motor and flex shaft would hold up under hours of work without breaking. What can I say, a year and three months have gone by and so far it's still as good as it was when I took it out of the box. We use it to do about 20 percent of our work load, and probably have about 500 hours of time on the motor and flex shaft with no problems. The number one starter kit has the basic kit of motor, flex shaft, grinding burrs and stones that you need to do a good porting job. Cost of this kit: $198.45.

The number two kit has more goodies plus two more handles to hold the tooling. First, a right angle handle, a must if you are going to do any work in the transfers. Then, a heavy-duty handle for moving big hunks of metal in a hurry. This kit will fill the needs of almost any dealer or shop or maybe a motorcycle club that wants to do the job right. Motorcycle club? Why not? Take the money out of the club treasury so everyone can use it! Cost of this number two kit: $369.90.

The number three kit has everything in it that the top tuner could want. It will even do a good job on your teeth if they need it, because there is a handle in the kit that can reach or go any place in the cylinder. Number three kit will set you back $439.90.

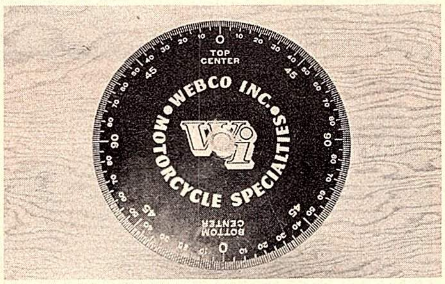
The accompanying pictures show you how and what tools are needed to reach certain ports of the cylinder.

Now that you know what to use, let's take a few minutes and talk about porting surfaces, styles, shapes and flow patterns.

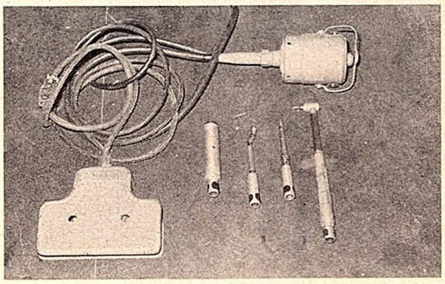
Surfaces. This has got to be one of the biggest tuning controversies of all time. The hot tip of yesterday used to be to polish up every port until it shone like a new dime. True, on some; false, on others. As time went on, I started grinding some ports with especially rough surfaces, using special diamond grinders. Then, other tuners took advantage of this trick in their advertising, and used rough stones to try to duplicate my surface. It also cut short their working time in doing the cylinder, because they could pass this off as the hot tip for transfers and intake. Now, I use a special compound of glass to make the surface of these ports smooth.

But the most important thing is that you make the surfaces of these ports flat or contoured in the cylinder so there are no waves on the surface of the metal which will interrupt the flow of the intake charge or transfers. The best way to be sure that you have these ports flat is, after you have the port ground to the measurement you want, to take a small file and go over the entire port, filing off any high spots that may be left. Don't go back and try to polish the intake with anything that may grind a wave back in it. The wave that you may put back will hurt it more than the file marks. The exhaust port needs to be brought up to a high polish. This will help it to empty itself faster and will also help keep carbon from building up on the port surface.

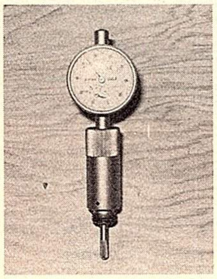
A good porting job takes time. Haste seldom accomplishes as much as patience. You get the chicken out of the egg by waiting until it



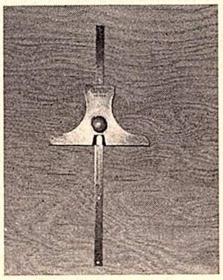
Degree wheel.



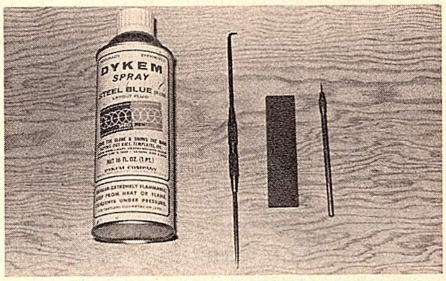
One of the CC Specialty kits.



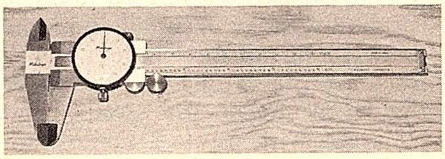
Dial indicator.



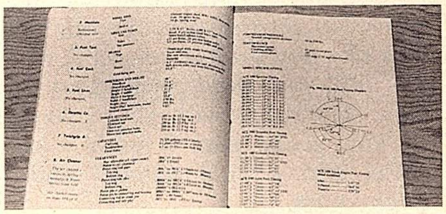
Depth gauge.



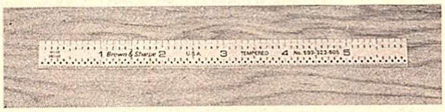
Scribe, whetstone and machinist's Dykem.



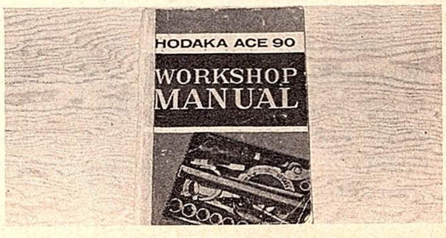
Vernier calipers.



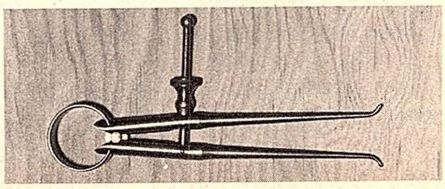
"Motorcycle Tuning for Performance" by Carl Shipman.



Six-inch scale.



Hodaka Workshop Manual.



Dividers, inside type.

hatches, not by breaking it.

As with porting, you need a certain amount of tools to lay out your engine, then transpose it to your cylinder for the porting that you want to do.

The following list and pictures are the basic tools that you need, what they do and where you might find them.

(1) Degree Wheel. No way around it, this tool is one that you must have and it must be accurate. The degree wheel is what you will use to lay your engine out in degrees of a circle. For motorcycle engines, Webco makes the best degree wheel that I know of. The degree wheel is made out of aluminum with all calibrations etched for perfect legibility. In short, the numbers won't rub off. Mine is one of the first ones that they ever made and it's still perfect. Your local dealer can order one for you.

(2) Dial Indicator. Not a must, but it's worth the expense. You have to be able to find top dead center and this indicator will make it easier for you. One way around the indicator is a piston indicator that you can make out of an old spark plug and a four-inch bolt. Or you can get one from your local dealer who can get it from Webco for you. The cost is about $5. Eyeballing is not recommended unless you have extra cylinders for free.

(3) Depth Gauge. This you can get at any tool supply or Sears Roebuck. Also sometimes they can be picked up at swap meets. The depth gauge will be used for laying out the porting needs to the cylinder.

(4) Vernier Calipers, preferably dial-type. The calipers that I use are of the dial type. I use the English scale and not Silly Millys. Each to his own here, but with me doing the writing you will have to convert to metric if that's what you want to use. Why do I use the English scale? Because I'm of the older school and when I started out there wasn't a dial caliper that read in millimeters nor the machining equipment that I use today. Good calipers can sometimes be found at the local hock shop, but let the buyer beware. Also, from the local tool house or machinist supply house.

(5) Six-inch scale in English or metric. I use Brown and Sharpe for my scales. They are on the expensive side, but you can read within .010 of an inch with one with a little practice. This will replace your calipers if need be. Scales of this type can be bought at a machinist tool supply house.

(6) Dividers, inside-type. Use to measure the inside of the ports with and transpose the numbers you want to the cylinder. Again, a tool house is the best place to purchase them.

(7) Scribe and whetstone. Scribe so that you can mark the cylinder. Whetstone so that you can keep the scribe sharp. You can't lay out a perfect line in a cylinder with a broom handle, so keep your scribe needle sharp. Sears is a good place to get these tools.

(8) Machinist Dykem. Not a must but it will help you hold accuracy. This will be found at tool supply houses and some automotive stores.

(9) Last but not least, your notebook and pencil. You should have this already. If not, go get one.

Now that we have covered the layout tools you need, there are two more things which I recommend that you get.

(1) A book called "Motorcycle Tuning for Performance," Second Edition, by Carl Shipman.

2) Hodaka Workshop Manual, no matter what kind of bike you own. Be sure that you get the latest one, it's red and about one inch thick.

Let's take a quick look at why, for these two books. First, Carl Shipman's Tuning book. There's a lot of good old down to earth in the garage information in this book that you can understand. Plus he's just plain old country and tells it like it is.

Hodaka Workshop Manual. Because it's packed full of good information that fits all types of bikes, and I'm going to use a Hodaka engine to demonstrate some of the techniques.

Next month E.C. will get into degreeing the engine and explaining the what, why and how of blueprinting. You'll learn what the different ports do and how they can influence the engine's power.

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Circle 12 on page 73

125cc world championship

THE MID-OHIO UNITED STATES GRAND PRIX

By Paul Boudreau

In the tough, demanding sport of motocross the only thing that can upset a confident rider is a determined rider. Gaston Rahier, the ruler supreme of 125cc Grand Prix motocross, came to Lexington, Ohio, as confident as any man could be that he would emerge, as usual, victorious in this ninth round of the 125cc World Championship. In his own words after practice: "I am driv-*eeng* the best, no?"

The answer was ultimately "no." Marty Smith, the astounding California teenager, twice national champion in the U.S.A., came to Mid-Ohio determined to repeat his stunning sweep of last year's USGP at this same facility. Determination proved stronger and Smith won both motos decisively.

It was not an easy day for Smith, however. He received constant pressure from an expected source, his arch-rival and point leader in the 1976 125cc National Championship, Bob Hannah. Hannah had been the instrument of defeat for Smith throughout this season, scoring six wins in eight motos while Smith struggled with a new Honda prototype that was proving to be slow and unreliable. Thus Smith

Marty Smith regains his hold on the class

Under a gathering midwestern thunderstorm, Hannah, Smith and Grossi played a three-way game of tag for most of the second moto.

Daring and aggressive, Bob Hannah (6) led Smith for much of both motos, but the Yamaha rookie proved no match for the seasoned Honda veteran.

had a mission not only to beat Rahier and win a Grand Prix on home turf, but also to vindicate his defeats at the hands of Hannah.

In practice the day before the race, Smith worked with two machines, one being the Type 2 model prepared in Japan which had proved troublesome in national races but was showing signs of health in Europe. The other can only be described as an "X"-model Honda, a conglomeration of the modern, Type 2 chassis, last year's RC engine, hybrid Honda-Marzocchi front suspension and S&W rear suspension. Much to the delight of his American tuners Jon Rosenstiel and Dave Arnold, but somewhat to the chagrin of Honda engineers visiting from Japan, Smith chose the X-model. The bike was sound and proved superior in speed, which was all Marty needed.

Hannah, riding the immensely successful Yamaha OW76 liquid-cooled monoshocker, displayed poise and daring that rendered incredible the fact that he was riding in his first international race. Despite Smith getting the holeshot in both motos, Hannah was able to pass and hold the lead for the middle portion of both events.

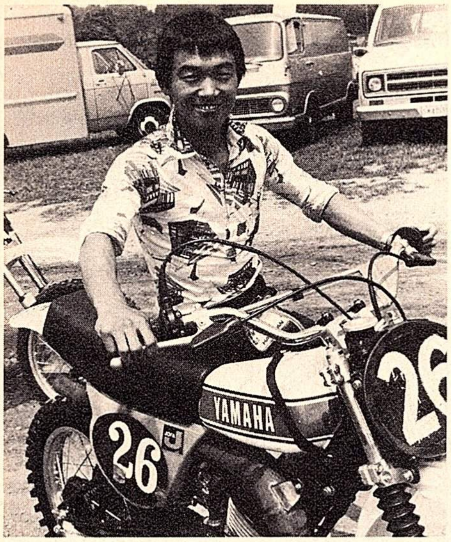
That lead, however, proved only to be a pace for Smith who showed no concern for Hannah's sprints. Smith calmly held his position just outside the range of Hannah's roost and never let the Yamaha rookie enjoy more than a few meters of breathing space. Hannah used every

Continued

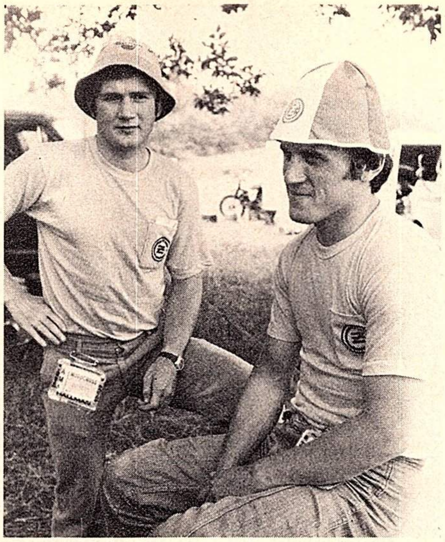
Coming to the United States for this race was above and beyond the call of duty for Gaston Rahier. He had already clinched his second consecutive World Championship for Suzuki two weeks before in France and the American round was unnecessary. Further, back in Belgium, his son, Gaston Jr., lay in a hospital recovering from grave injuries suffered when he was run over by a car while playing in front of his home. But Gaston found the energy and spirit to come to this country to race simply because he is Gaston, and to many who have had the privilege of meeting this fine person, Gaston is the greatest.

Gaston Rahier

3
MID-OHIO
U·S
3
6
YAMAHA



Fourth-place finisher Yoshifumi Sugio rode a smooth and controlled race, totally inconsistent with the Japanese "Banzai Pilot" image.



Czechs Jiri Churavy (left) and Zdenek Velky were completely chewed up by the fast Americans.

trick he knew to shake Smith, at one point holding a tear-off arrogantly at arm's length before dropping it in the dirt while negotiating a tricky series of jumps.

Smith, however, now a seasoned veteran of overseas competition, was not to be shaken. Instead, at the appropriate time in both motos, he passed Hannah at will and finished with an FIM scored advantage of well over a half-minute for the day.

Bill Grossi, the ever-popular racer from Santa Cruz, California, overcame mysterious and elusive engine problems in his factory RA76 Suzuki on Saturday ("We finally solved the problem by replacing the whole engine!") to score an impressive third behind the Smith-Hannah duo. "The Gross" added to the fireworks of the spectacular second moto by making it a three-way dice for the lead through much of the 40-minutes plus two laps, at one point passing Smith and at another passing Hannah.

World Champion Gaston Rahier was barely able to stand after the heat and humidity got to him in the first moto.

As for Gaston Rahier, Suzuki's World Champion, he had his problems. Working his way up to fourth after a bad start in the first moto, he succumbed to the

Yamaha's Danny Turner waged a close-fought battle with Suzuki's Danny LaPorte until LaPorte retired with a bruised heel.

MID-OHIO

p. 28

Marty Smith (3) and Bob Hannah (6) battled wheel to wheel at the Mid-Ohio USGP. (Jim Gianatsis)

Smith calmly stayed in the Hannah-Grossi sandwich until it was time to boogie.

NO MORE JOKES AT MID-OHIO

Pete Weidner, Jr.

By Paul Boudreau

For the better part of a year prior to the USGP in Lexington, a cloud of controversy had hung over the Mid-Ohio facility. At last year's Grand Prix, many riders, both American and European, had complained about the condition of the track. They said it was way too fast and much too easy for international competition.

The following fall, the same complaints were voiced at the Trans-AMA event held there. The most vocal critic of the track, Brad Lackey, felt the smooth, fast course offered no challenge to the skilled rider.

Our *Dirt* columnist Holbert Holquist was on hand to observe that race and in the February, 1976, issue of MXA wrote that the track was indeed not up to international caliber and described the wide-open-Willy course as "a joke."

Pete Weidner, Jr., owner and operator of the Mid-Ohio facility, does not like to be called such things. Angered by what he termed "bad press," Weidner contracted the services of Roger DeCoster and Mark Blackwell to redesign his track.

The result was fantastic. The Weidner-directed facelifting produced a truly challenging course utilizing many natural terrain features with various jump combinations, tight turns, drop-offs and off-cambers. There were few complaints this time.

Weidner and his Mid-Ohio staff are to be commended for their considerable efforts, both personal and financial, preparing a track suitable for the best riders in the world.

Continued

oppressive heat and humidity of the day and dropped back one position. In the closing laps of the moto he was visibly disoriented, blinking his eyes and shaking his head while wobbling from berm to berm in a heroic effort to finish the race. Another bad start in the second moto and a hard crash shortly thereafter capped a day of frustration for the diminutive Belgian and he wisely chose to retire.

The strong contingent of fast Americans racing on their own territory was too much for the remaining world class competition. Czechoslovakians Jiri Churavy and Zdenek Velky were relegated to positions below the top five. Only Yoshifumi Sugio, riding a liquid-cooled Yamaha similar to Hannah's, distinguished himself among the non-Americans with two impressive come-from-behind rides to capture fourth place in the overall results.

The Mid-Ohio USGP can only be described as a turning point for Smith. Negative influences had plagued his efforts nationally and internationally up to this race. But by the day's end, this happy, relaxed fellow of 19 had reestablished his position as America's *numero uno* 125cc racer, a station he is likely to maintain for as long as he cares to. ℳ

Hannah electrified the Ohio crowd with wide-open flights through the treetops.

Mid-Ohio was the turning point for Marty Smith's 1976 effort. (Gianatsis)

RESULTS
125cc World Championship
Lexington, Ohio

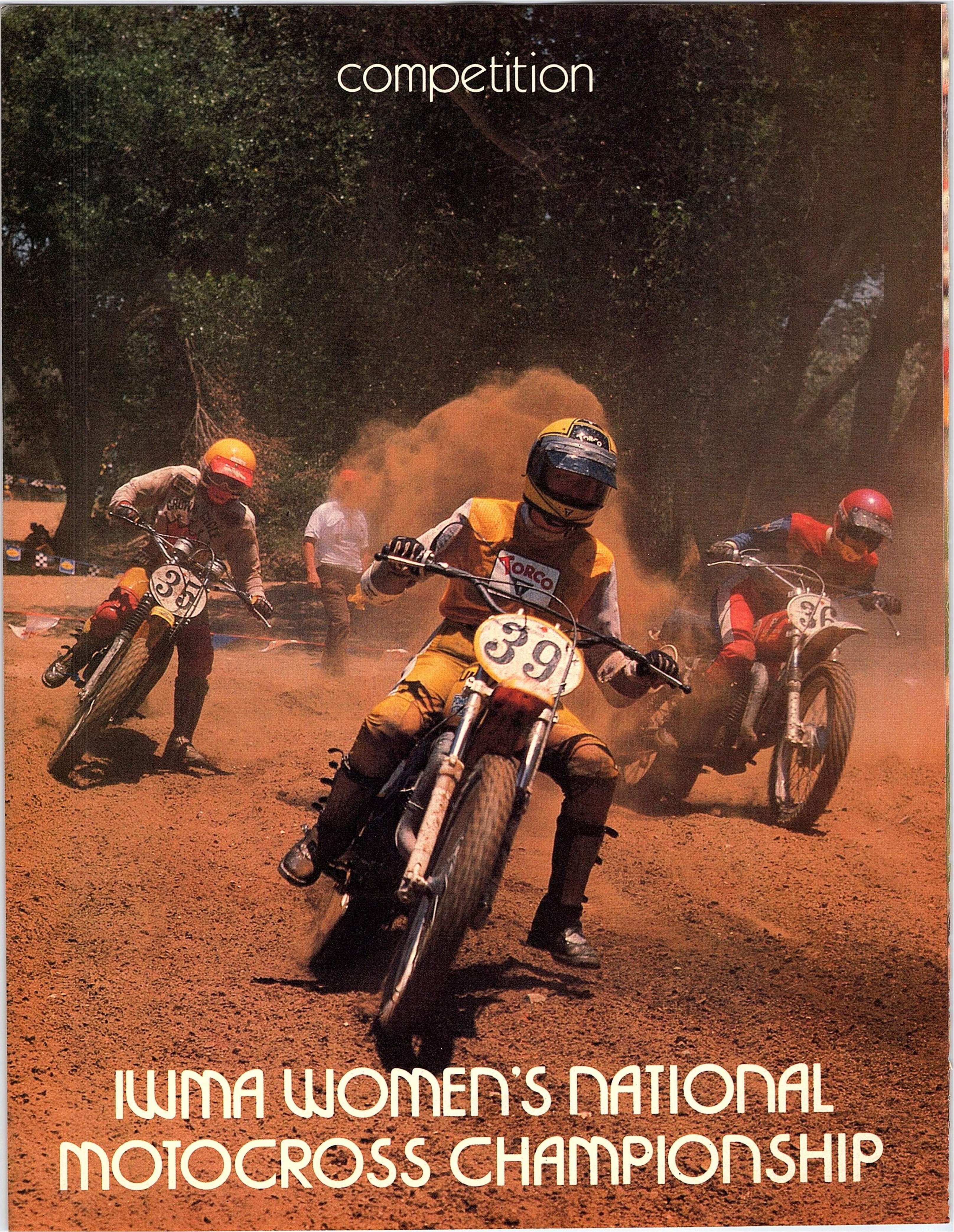
Moto 1

1.	Marty Smith, U.S.A.	Honda
2.	Bob Hannah, U.S.A.	Yamaha
3.	Bill Grossi, U.S.A.	Suzuki
4.	Yoshifumi Sugio, Japan	Yamaha
5.	Gaston Rahier, Belgium	Suzuki
6.	Jimmy Ellis, U.S.A.	Can-Am
7.	Dan Turner, U.S.A.	Yamaha
8.	Jíri Churavy, Czechoslovakia	CZ
8.	Steve Wise, U.S.A.	Honda
10.	Zdenek Velky, Czechoslovakia	CZ

Moto 2

1.	Marty Smith	
2.	Bob Hannah	
3.	Bill Grossi	
4.	Steve Wise	
5.	Zdenek Velky	
6.	Jiri Churavy	
7.	Yoshifumi Sugio	
8.	Warren Reid, U.S.A.	Honda
9.	Masaru Ikeda, Japan	Suzuki
10.	Danny LaPorte, U.S.A.	Suzuki

competition



TORCO
39
35
36

IWMA WOMEN'S NATIONAL MOTOCROSS CHAMPIONSHIP

p. 32

Joanne Miley (39), Sue Fish (35) and Nancy Thomas (36) come out of the Shadow Glen trees. (Dick Miller)

Sue Fish brings it all back to California.

By Paul Boudreau

You have to approach the Women's National Motocross Championship a little differently. It's not a series, but rather a one-day affair. Entry is wide open for anybody who wants to get in, as long as it's a she. Girls come from all over the country to compete, usually on their own time and finances or their parents'. But the contest favors the California girls because that's where it's been for the past three years.

The women who race are loosely banded together by the International Women's Motorcycle Association, or the IWMA, which is guided along by Kasey Rogers, newspaper columnist and Hollywood actress who used to play Louise Tate, the boss's wife on the *Bewitched* series.

This year they came to Indian Dunes. There was some speculation among the locals that the Indian Dunes track was not challenging enough for a race of this caliber. After having held the race last year on the Carlsbad GP course, their concern about the easy Indian Dunes terrain was justified.

IWMA race director Butch Lee of Dirt Bike Promotions confronted the problem and laid out a course that wove through the woods and out a large sandwash with a stream running through it. With its three water crossings, the tight, sometimes sandy, sometimes hard track was an excellent test for the women.

Of the 30 or so Experts competing for the National Championship, ten were good, five were really good and one was fantastic. Sue Fish, a dazzling 17-year-old parts girl from Monterey Park, California, won both 30-minute motos of the 250 class and scored 1-2 in the 125 class to become the undisputed number one lady of motocross.

"I don't think one race can determine a champion," said Sue after reflecting on her victory. "I had a good day, that's all."

Indeed, there were those who didn't fare so well. The water and the sand took their toll in fatigued riders and blubbering engines. Johanna Stenersen, who lives with Sue Fish and is usually the only girl who can ride with her, found herself eternally entangled with other bikes but managed to win the one moto Sue Fish didn't. Pat Jacques, the smiling, friendly girl who came all the way from South Carolina, fought bar-to-bar with Sue Fish in both classes, but eventually ran afoul of the water. Nancy Thomas, the ice hockey player from San Francisco who Sue Fish recognized as her major threat in the 250 class, suffered unspeakable mechanical problems as well as a bad case of the first turn pile-ups. Even Sue Fish, who had a good day, fell four times.

Ironically, there were no defending champions in the race. Nancy Payne, 1974 champion, is retired and living in Oklahoma, and last year's winner, Teri Kezar, is

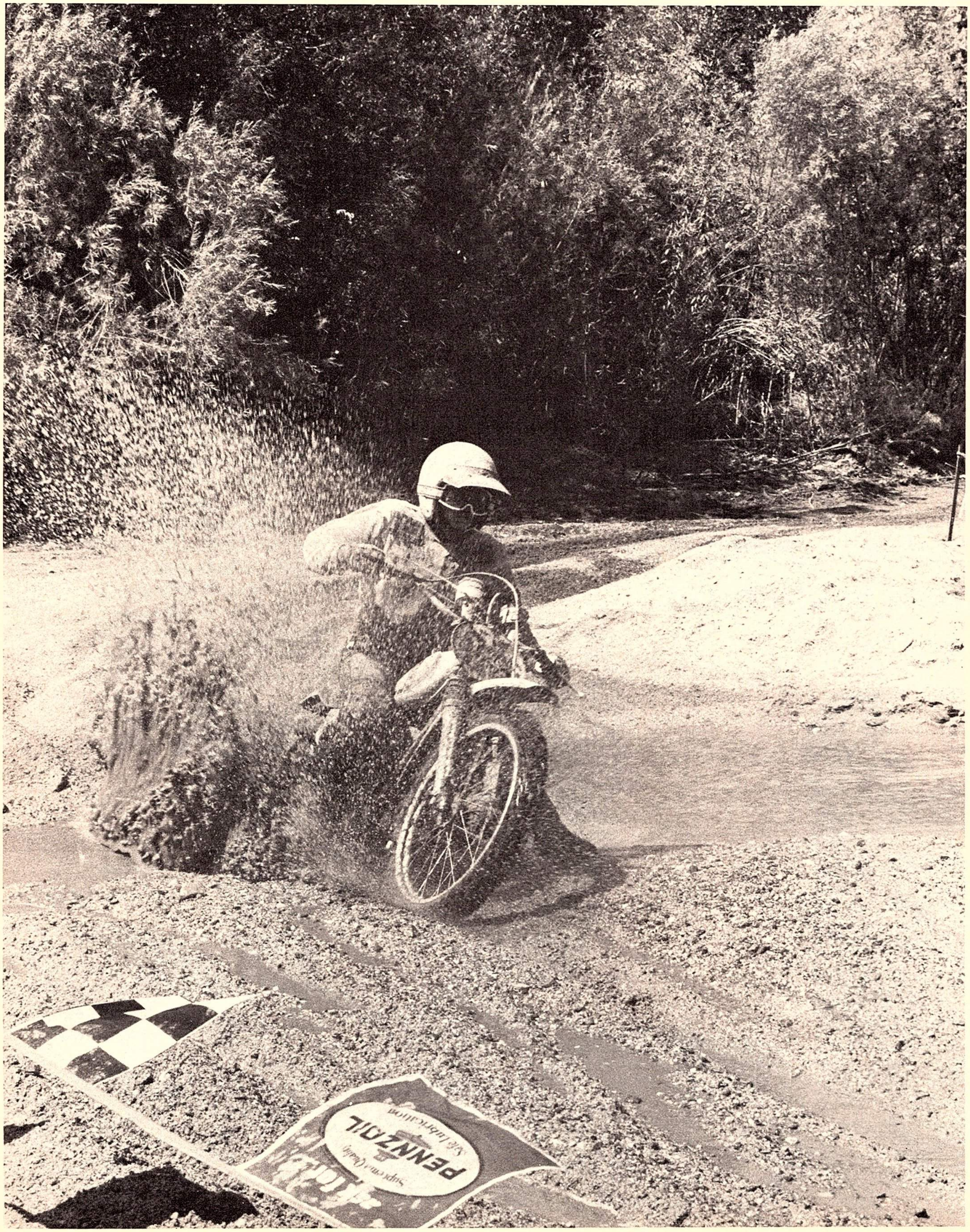
Continued

YAMAHA
CROWN CYCLE

Sue Fish, exuberant in victory.

IWMA WOMEN'S NATIONAL MOTOCROSS CHAMPIONSHIP

Many of the ladies had problems dealing with the water. Sue Fish used the water for berms.


PENNZOIL
Supreme Quality
Safe Lubrication

engaged in professional ramp jumping. Former 125cc champions Janeane Turton and Lori Watson were sidelined with injuries.

Watching Sue Fish ride, however, one raises the question of whether or not *any* girl can ride like she can. Her style is strictly road race. She crouches over her machine like a spider and strains for speed constantly. She is bold and aggressive, even in tight situations. In a shut-down contest for a turn, Sue Fish *always* wins. She says she gets that way from racing with the guys. "They don't give inches like the girls do," says Sue. "They take them."

With the IWMA championship under her belt, Sue wants to win the Ascot Triple Header, a three-race series for IWMA girls at the famous California racetrack. Then she wants to take a crack at another series, this one for men, at Irwindale Speedway. She says she gets much more enjoyment out of racing against the men.

"It really freaks some of the expert guys when they get swooped by a girl!" giggles Sue.

After that Sue wants to compete in other parts of the country, if she can get enough support, with the AMA Winter Series in Florida as a long-shot goal.

In any event, Sue Fish has taken the first step. She has won something and people are taking notice of her. Her sponsor, Crown Cycle of Rosemead, is giving her as much support as they can, including a job at the parts counter, and Yamaha International is supplying her parts. With her talent, poise and personality, she could go anywhere. Maybe that's why they call her "The Flyin' Fish."

Only Johanna Stenersen was able to break through Sue Fish's stronghold on the win column. But her borrowed KTM 250 just didn't like the water.

Pat Jacques fought hard to catch the Flyin' Fish but couldn't keep it together for the day.

GOLETA
CYCLES

Local TV stations were attracted to the spectacle and veteran racing star Cherry Stockton was interviewed.

Sue took to the water like a frog.

MOTOCROSS
ACTION
MAGAZINE

Nancy Thomas was the only girl Sue felt could give her trouble. Crashes and bike problems kept her out of the race.

supercross series

OLY SUPERBOWL OF MOTOCROSS

Ellis wins again in front of the biggest moto-crowd ever

Story by Curt Evans.

Photos by Dick Miller, Paul Boudreau and Marcia Holley

Nothing's worse than having to drive into L.A. on a smoggy day, but all the Honda shops were handing out *free* tickets to the late-afternoon Superbowl qualifying sessions. Why wait around when you can catch the action early?

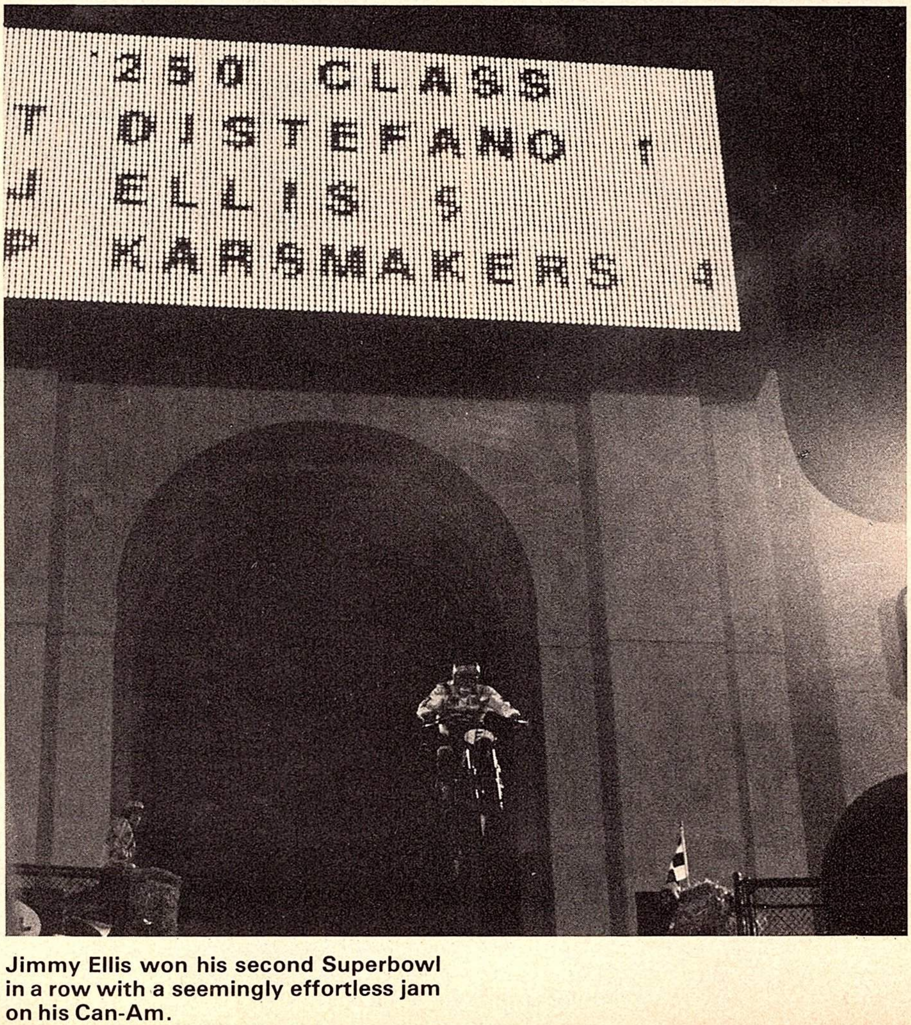
With Ticketron stubs clamped in their hands, the T-shirted herd pushed into the monster concrete Habbitrail. The magic transformation had taken place again. By bringing in just enough dirt, setting up a maze of banners and randomly adding plastic-coated haybales behind the pre-packaged berms, a temporary, artificial motocross environment had been molded onto the floor of the L.A. Coliseum. What may have appeared as a miracle of modern technology was in reality a track that was too tight, hard to pass on, and specifically designed to throw the riders on their Jofas.

At the end of the jam session, Jimmy Ellis had set the fastest time in the quick five-lap sprints. For his efforts, Jimmy received $500 from the cool folks at Coca-Cola, a large dose of that all-important ingredient known as confidence, and plenty of good vibes from the crowd.

Unfortunately, one of the many "death jumps" sent popular Japanese rider Yoshifumi Sugio hurtling into his crossbar. The nasty crash required Sugio to be rushed to the hospital.

For weeks in advance, every radio station in town screamed about the return of the one and only Joel Robert to the U.S. for the Oly Bowl. Big Joel never did show up. "The usual hassles," they said. Oh well, no one really cared. Deep down inside they had actually expected it. The American vs. European theme imprinted on all the Superbowl propaganda was a joke. Even the ever-present Czech CZ berserko squad elected to remain in the homeland. Only Brad Lackey made the Atlantic crossing.

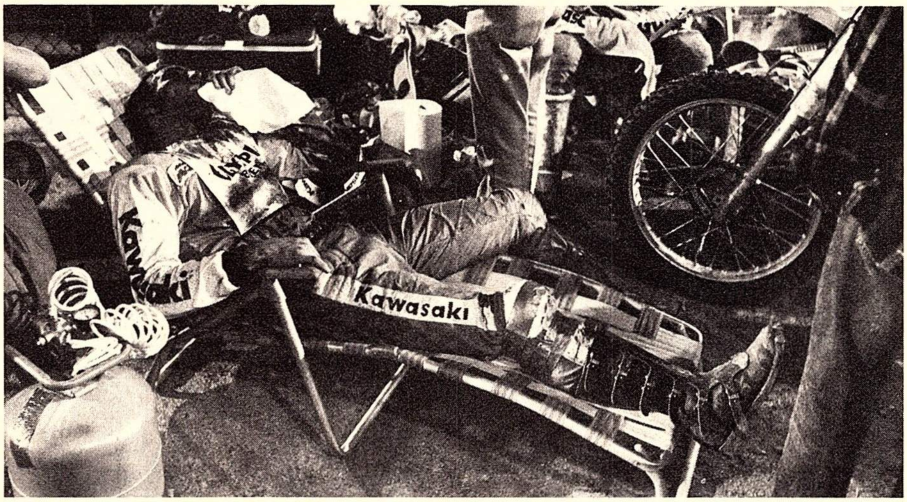
The AMA experimented at the Superbowl in their first attempt ever at selling pit passes to the public. Three dollars entitled you to stand in a small snow-fenced corral poked into the heart of the already too cramped pits and gawk at the real-live racers, factory iron and spinning wrenches. The equipment was indeed worthy of note, even

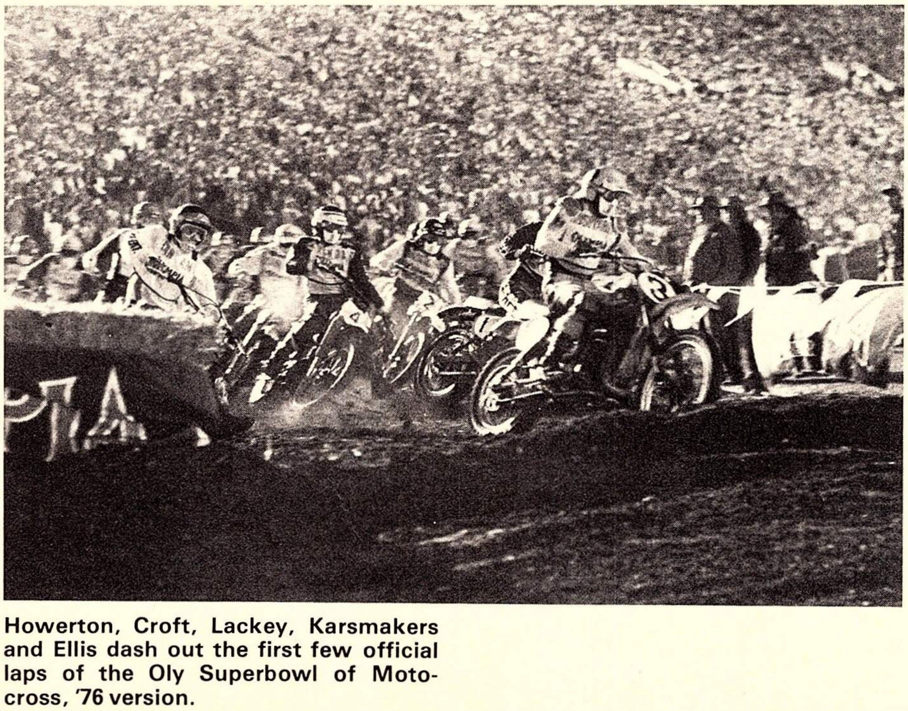


Jimmy Ellis won his second Superbowl in a row with a seemingly effortless jam on his Can-Am.

though many of the modifications weren't visible to the naked eye. Some of the factories had prepared special "stadium bikes" specifically for the Bowl. Although some featured trick frame and steering mods for the tight indoor course, the basic strategy centered around the power and raw speed aspects of the sport. The 250s were definitely pumping out the ponies.

If the mechanics didn't particularly interest you, perhaps the human drama of a green body twisting and writhing in pain drew your attention. Tanning under the fluorescent lights with his tender right knee properly propped up, Jimmy Weinert lay in a very delicate situation. The Oly Superbowl was also the final event of the long-past Supercross Series. With a slim point lead over Texan Kent Howerton, Weinert needed a good Superbowl showing to clinch the prestigious Supercross Championship and big Superbucks. Still recovering from the disastrous knee crush he sustained earlier this season, and attempting to ride in his first race since the accident, the Jammer had to risk the possibility of permanent knee damage in the hope of bagging the overall Supercrosser title. When the time came, Weinert painfully crawled onto his factory Kawasaki and took care of the unfinished business.


Weinert had to weigh the possibility of permanent damage to his injured right knee against overall victory in the Superseries. It was a painful, and suspenseful, night for the Jammer.


Howerton, Croft, Lackey, Karsmakers and Ellis dash out the first few official laps of the Oly Superbowl of Motocross, '76 version.

A record crowd poured into the Coliseum, filling the Bowl to the brim for the fifth showing of the Annual Superbowl of Motocross. Before the racing got under way, the crowd was subjected to all the freaky, commercialized insanities that only the Oly Bowl produces. While the spectators amused themselves with paper airplanes, the riders paraded around the field and bouncing mini Moon-Rover Honda cars booted across the man-made surface of the track. The giant electronic scoreboard flashed such obscenities as "Whoop-de-doos" and "WFO" to thousands. An abusive band, a fireworks display, four Honda sowbug bikes and two madly screaming announcers added to the confusion. Nowhere else does our simple sport of motocross receive more razzle, dazzle, publicity, hype and pizzazz than at the Bowl. The sophisticated MX mind is thoroughly blown, until the reassuring crackle of the race bikes restores the faith that no matter how bad they distort it, in the end, it's the good old, simple, get-down motocrossin' that prevails.

MOTO ONE

Coming into the Superbowl with few distractions other than the will to win, Jimmy Ellis rushed up the center and through a huddle of tight-packed early hopefuls to gain

Continued on page 68

RESULTS
Oly Superbowl of Motocross

Overall 250cc

1.	Jimmy Ellis, Can-Am	(1-1-2)
2.	Pierre Karsmakers, Honda	(2-4-3)
3.	Tony DiStefano, Suzuki	(7-2-1)
4.	Steve Stackable. Suzuki	(5-5-4)
5.	Gaylon Mosier, Maico	(6-9-8)
6.	Brad Lackey, Husqvarna	(8-3-12)
7.	Marty Smith, Honda	(10-8-6)
8.	Jimmy Weinert, Kawasaki	(4-6-15)
9.	Terry Clark, Kawasaki	(11-11-5)
10.	Tommy Croft, Honda	(14-10-7)

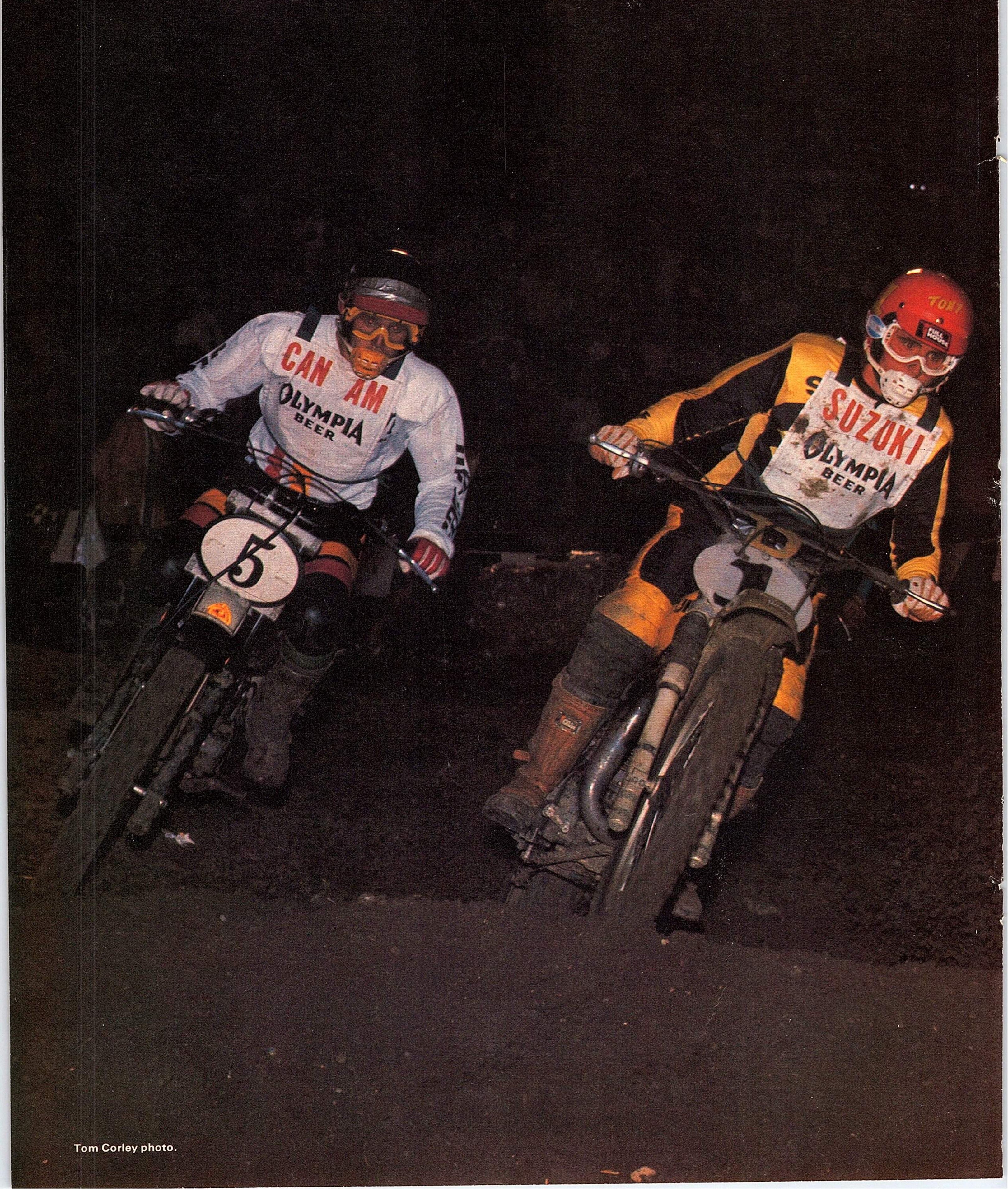
500cc Support

1.	Pat Richter, KTM	(1-3-2)
2.	Bob Elliot, Suzuki	(3-4-5)
3.	Ken Zahrt, Ossa	(6-6-3)
4.	Luke Messer, Maico	(4-5-6)
5.	Jeff Jennings, Suzuki	(2-2-17)
6.	Eddie Cole, Bultaco	(8-8-8)
7.	Rich Eierstedt, Honda	23-1-1)
8.	Wayne Boyer, Bultaco	(5-7-15)
9.	Jeff Foland, KTM	(16-9-4)
10.	Tom Claire, Suzuki	(7-12-10)

Final Supercross Series Point Standings:

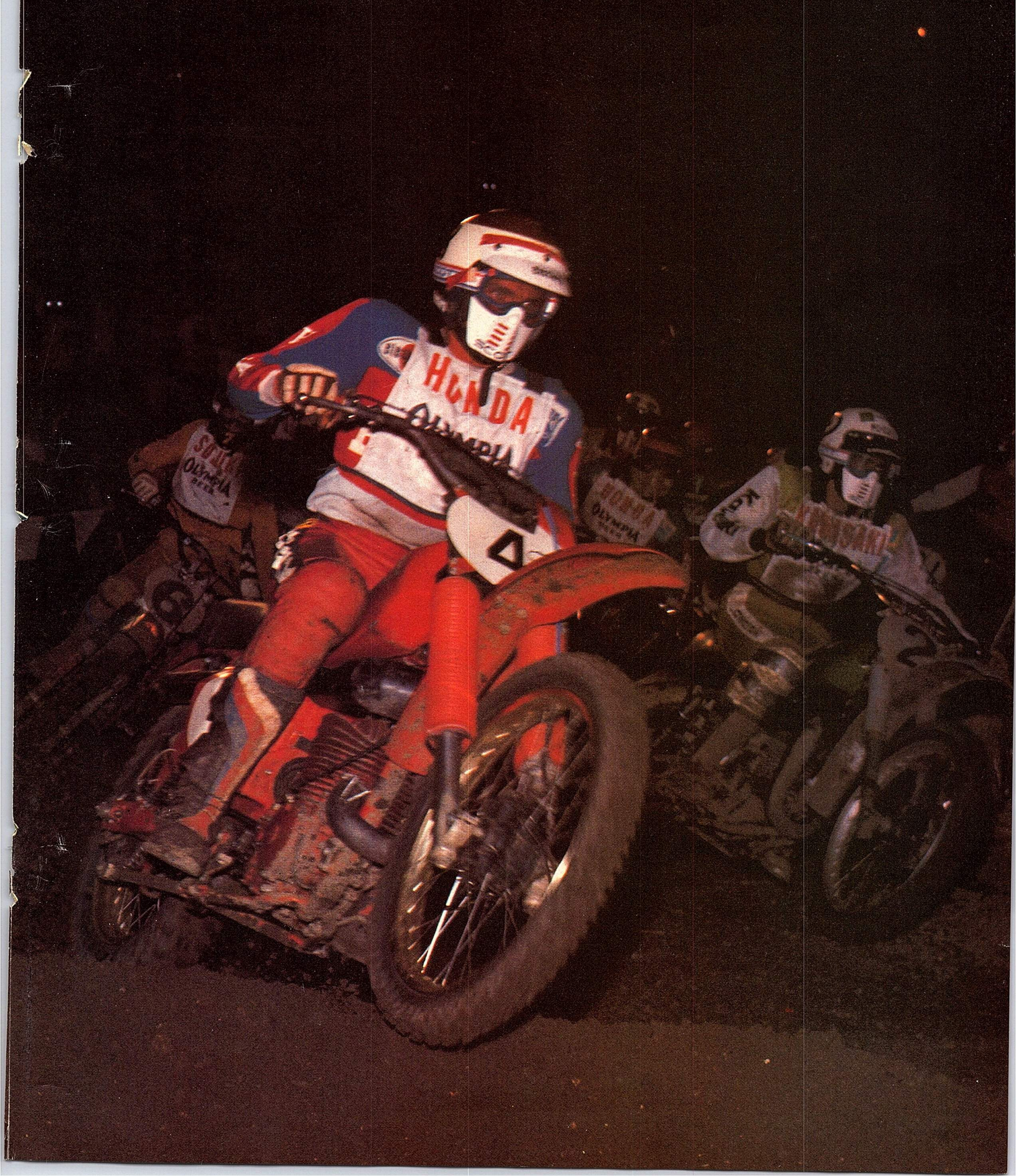
Weinert	323
Karsmakers	317
Ellis	293
Howerton	274
DiStefano	250
Stackable	237
Mosier	214
Smith	214
Clark	172
Croft	160

OLY SUPERBOWL


CAN AM
OLYMPIA BEER
5
SUZUKI
OLYMPIA BEER
TONY

Tom Corley photo.

OF MOTOCROSS


HONDA
OLYMPIA
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16
CAMEL
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CAMEL
BAUER
8
CAMEL
23
CAMEL
BRAD
23

round ten, 500 grand prix ENGLAND

Young Graham Noyce delights the home town crowd with first moto win, DeCoster takes a three-point lead with only two GPs left.

By Frank Melling

For most of the year, Dodington Park, near Bristol, resembles a Walt Disney film set. Its picture-postcard beauty is so striking that it is almost artificial and one expects Bambi or Big Red to pop out from behind a tree or come galloping down the greener-than-green grass slope. Then, toward the end of June, a small army of dedicated amateur organizers moves in and the rolling hills are tattooed with a web of marking ropes which signify that the annual MotoCross Grand Prix is waking up from its hibernation. Soon, a faster rhythm than the clip-clop of dairy cattle's hooves will tremble across the acres of grassland.

Dodington is arguably the best Grand Prix circuit in the world. Certainly, along with Ettelbruck, in Luxembourg, it is one of the finest natural circuits in existence. For one and a half miles, the track swoops and dives up and down the line of hills which form a backdrop to the course, running across cambers and down rises which make spectacular jumps. It is a wide, safe track with ample room for passing and although fast, it is also deceptively bumpy.

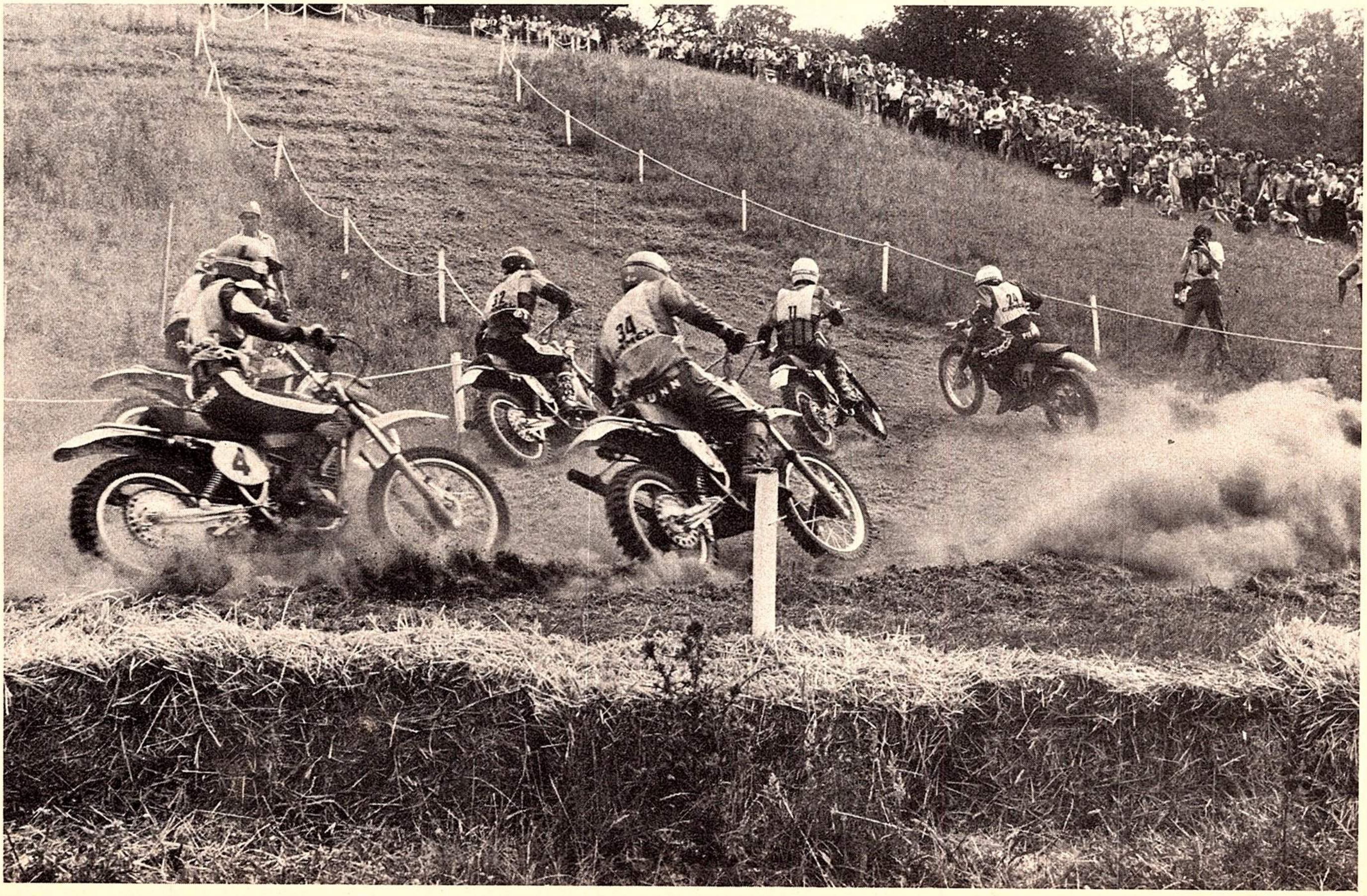
Because the venue is only used for one Grand Prix each year and is subtly changed each time, a new racing line has to be found, and this poses an extra challenge for riders. Since only top-class riders are seen in action at Dodington, it is common for spectators to make the mistake of thinking that the track is easy. Having ridden there (not in a Grand Prix, I hasten to add), I can vouch that it isn't. Dodington is one and a half miles of hard work and friends in the Grand Prix business tell me that it gets more difficult the faster one goes.

The Grand Prix circus arrived in a state of high excitement. After the Canadian GP, Wolsink led DeCoster by a mere four points — and there was no question of riding to team orders either — whilst the 19-year-old rocketship from England, Graham Noyce, who had come awfully close to winning a Grand Prix on several occasions thus far, was going to be performing for the first time in front of a home crowd.

Interest was also fanned by Brad Lackey finding form, or reliability, depending on whether you are an American or Swedish observer, and the last-minute arrival of Tony DiStefano, armed with a red-hot reputation and a works Suzuki, added a dash of spice to the proceedings.

What was wrong from the very start was the weather. For six weeks prior to the meeting Britain had

Pierre Karsmakers (24) jetted his potent new Honda into the lead of each moto only to relinquish the lead each time due to the loss of a footpeg. Noyce (32), Weil (11) follow closely. (Fish)



been basking in the sort of weather we normally only read about. With temperatures in the 90s, the soil was reaching a condition more akin to that of Southern California rather than the olde worlde South West of England. Of course, everyone at the Bristol Club, which is responsible for the event, knew it was going to rain. The farmers said it would rain, the weathermen said it would rain and the old gardener down at the local pub felt a twinge in his big toe which was a sure sign of rain. But the moisture which did fall was just about enough to give an ant a good bath and by the time Saturday practice had finished, it was obvious that Sunday's racing was going to be very dusty.

Although there was a total ban on the use of piped water for damping down dust or any other nefarious activities, there is quite a sizable lake at the bottom of the course, and the water which it contained was suitable neither for drinking nor agriculture, but ideal for spraying onto a motocross circuit. Sadly, by the time the organizers decided that Heaven wasn't going to provide the track watering service, and that they had better use the facilities the lake offered, there wasn't a pump to be had anywhere.

Timed practice put DeCoster ten seconds ahead of everyone else, and even allowing for the Belgian's brilliance, mocking cries of disbelief echoed across to the Press Office where a blushing typist soon appeared to admit a slight typing error. Revised times put DeCoster 0.4 seconds ahead of Noyce, with the next 12 riders bunched in four seconds. Dust or not, it was going to be an interesting race.

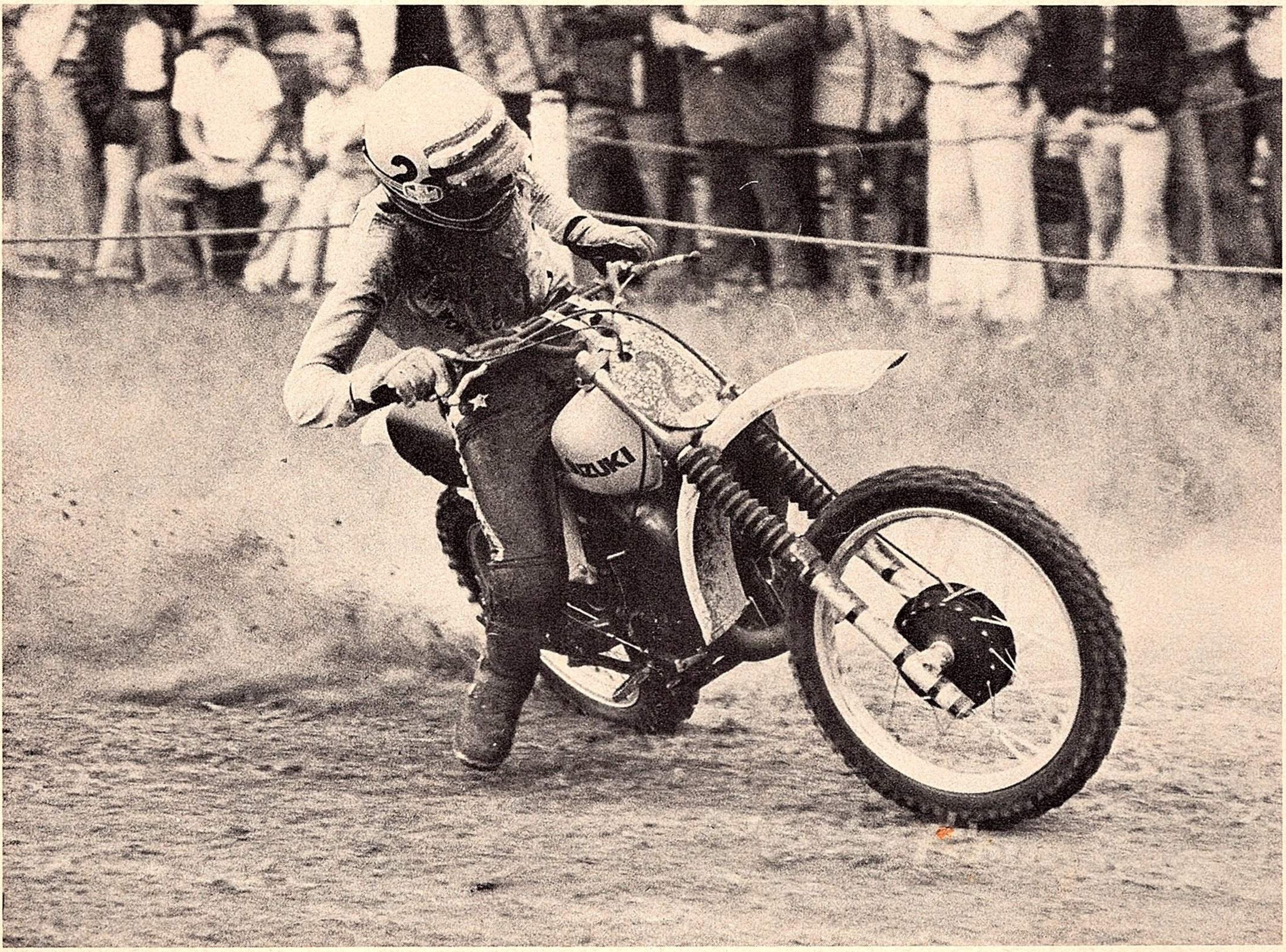
ENGLAND

The start was a good clean one and the initial uphill straight at Dodington is wide and long enough to ensure that the field gets reasonably well sorted out before the first corner.

After three laps, Karsmakers was holding a narrow but steady lead from Noyce, who was soundly in front of West German Herbert Schmitz and his deadly-fast 400 Puch. The four-stroke CCM of John Banks followed, locked in mortal combat with the relatively unknown Raymond Herren (400 Maico).

Karsmakers dropped neatly down the tight little jump into the paddock straight and momentarily looked up to catch sight of his signal board. Something was obviously amiss. Then Pierre, along with the rest of us, realized that one of the hand-built Koni dampers had snapped at the mounting lug.

Noyce stormed past with the realization that his rival was out and that once again he was leading a World Championship race. The Union Jacks waved and the roar from the crowd urged him on. Crouched forward over the handlebars, in what is now becoming a familiar style to motocross aficionados all over the world, Noyce forced his Maico on in relentless style.



The classic DeCoster style . . .

Brad Lackey blasts his way off the line in the first moto to a sixth at the checkered.

Behind him, the Suzuki heavies were progressing through the field with ruthless efficiency. At one stage, Noyce had a mammoth 32-second lead over his nearest rival, but by the end of the race Gerrit Wolsink had cut this to 12 seconds — an ample margin by which to win any race.

DeCoster, complaining of a sticking throttle caused by the dust, trailed home in third place and Schmitz held on to fourth. John Banks brought his CCM home in fifth position, bringing more cheer to an already ecstatic home crowd, and Brad Lackey finally forced past Raymond Herren's Maico to take sixth. Apart from the dust, it was as good a Grand Prix as anyone could hope to see, and Graham Noyce's face as he took the checkered flag was a sight to remember, for if anyone was ever in love with motocross, it is this young man.

Back in the paddock we find Brad in a bad, bad mood. Deleting a considerable number of the expletives, the general gist of Brad's press statement was that the dust somewhat hindered his racing and if the organizers couldn't get that lake full of water on the track by some means or other then they had better give up running motocross meetings and take up gardening, checkers or some other allied activity. Lackey had a point, for if you missed the start, it was very hard work cutting through the field in the murk — and of course the sight of a lake full of water tantalizing everyone did absolutely nothing to quell tempers.

Meanwhile, some distance up the paddock, young Tony DiStefano was pondering over the difficulties of Grand Prix racing.

"I can't understand it," he mused. "Back home I can run with any of these guys but here, they just disappear. It's weird."

What Tony was discovering was that Grand Prix racing is something very special which not even the most prestigious big-money event can match. What makes a Grand Prix into a Grand Prix is impossible to define in clinical terms, but in practice it means that every rider goes harder, faster and for longer than at any other time in his life.

As the bikes were readied for the next moto, the Bristol Club had a turn of fortune which could only have come straight out of a fairy tale. The sky darkened, the clouds thickened and in a few moments the ground was being heavily watered. Who needs hose pipes and water pumps when Mother Nature will do the job for you for free?

Up the long starting straight it was Banks and Karsmakers in the lead, with no clear-cut third place man. Everyone negotiated the sweeping right-hander at the top of the hill and began the long descent to the long hairpin bend which is where the riders begin to get sorted out. Halfway down the hill, there is sufficient room for ten or a dozen.

I could not be certain who hit trouble first. What is definite is that no one was to "blame" in the sense that on some occasions an accident can be attributed to dangerous riding. This was really a case of force majeure, and the main sufferer was poor Graham Noyce, who ended up at the bottom of the heap.

Also out of action was Bengt Aberg, who split the gas tank on his factory Bultaco, and Brad Lackey, although the American did limp briefly back into the fray before eventually retiring.

Three laps passed and the British crowd had their second major blow: Banks retired, having lost his saddle.

All was not lost for the four-stroke brigade, for Vic Allan was enjoying — if that is the correct term — a somewhat frantic tussle with Roger DeCoster as they disputed third place. A firm second, now that Banks had left the scene, was Maico's team leader, 37-year-old Adolf Weil. In the first moto cool old Adolf had suffered one of his rare setbacks when he lost the sprocket from his rear hub, and now he was out to make amends.

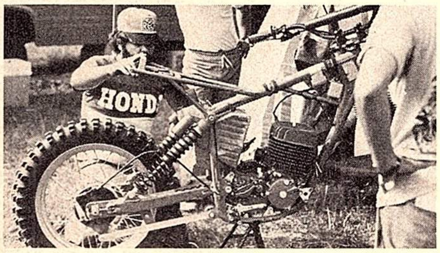
Weil was as fascinating as ever to watch, remarkable for the apparent ease with which he can make a motocross machine travel at phenomenal speed. Rarely even touching a foot down to steady the bike, he sped over the slippery track as if he were road racing, in sharp contrast to Karsmakers' leapin', buckin', all-action style.

Most of the journalists had already started composing their reports when Karsmakers appeared riding very sedately. Cursed by foul luck all day, the athletic Dutchman had sheared the footrest on his Honda and finally finished out of the points.

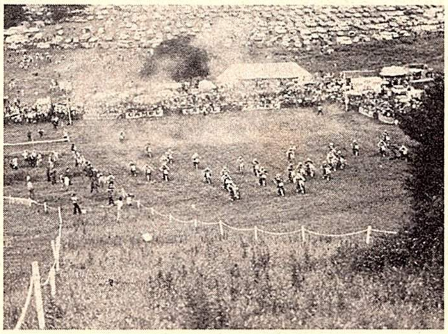
This sad retirement put Weil firmly in the lead and there was no way DeCoster, happy in the knowledge that Wolsink was in the pits not scoring any points, was going to chase him.

So the mechanics loaded the bikes into the much-traveled vans and looked forward with pleasure to at least a temporary respite, with four whole weeks before the magnificent circus meets up again in Namur, Belgium, for the 11th round of the World Championship.

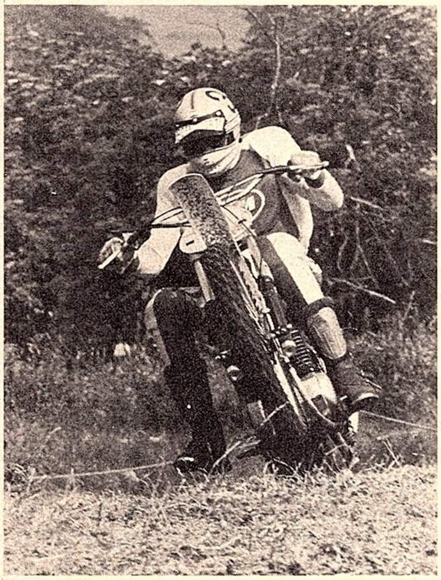
Everyone stripped down to make the most of the 100-degree weather. Pierre keeps cool while . . .



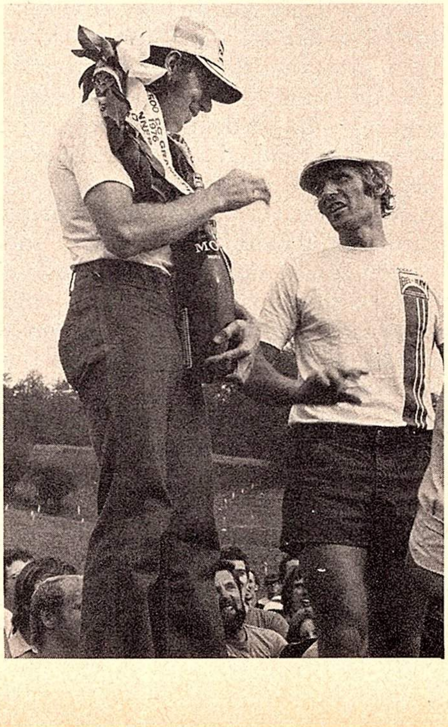
. . . Steve Whitlock does the same to Pierre's new Honda big-bore weapon. (Fish)



ENGLAND



Jaak van Velthoven wheeled his big KTM to a fifth-place finish in the second moto. (Fish)



RESULTS
500cc GRAND PRIX OF GREAT BRITAIN

First Moto

1.	Graham Noyce, England	Maico
2.	Gerrit Wolsink, Netherlands	Suzuki
3.	Roger DeCoster, Belgium	Suzuki
4.	Herbert Schmitz, W. Germany	Puch
5.	John Banks, England	CCM
6.	Brad Lackey, U.S.A.	Husky
7.	Raymond Herren, Belgium	Maico
8.	Vladimir Khudiakov, U.S.S.R.	CZ
9.	Ake Jonsson, Sweden	Maico
10.	Ivan Miller, New Zealand	Bultaco

Second Moto

1.	Adolf Weil, W. Germany	Maico
2.	Roger DeCoster, Belgium	Suzuki
3.	Vic Allan, Scotland	CCM
4.	Ake Jonsson, Sweden	Maico
5.	Jaak van Velthoven, Belgium	KTM
6.	Herbert Schmitz, W. Germany	Puch
7.	Neil Hudson, England	Maico
8.	Willi Bauer, W. Germany	KTM
9.	Frans Sigmans, Netherlands	Maico
10.	Bob Wright, England	Maico

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Englishman Graham Noyce entertained the local folks with a victory on his home turf. (David Maltais)

32
CAMEL
32
CHAMPION

500 national, round three

MISSOURI, CYCLE WORLD USA

by Jim Gianatsis

If anything was certain for the third round of this year's 500cc National Championship, held at Cycle World USA near St. Louis, it was that trying to pick the overall winner before the day's two 45-minute motos were over would be next to impossible. Husky's Kent Howerton was holding down a strong points lead in the title chase after winning the first two races amid some heavy handlebar-clashing with Yamaha hotshoe Bob Hannah, and now Bob wanted to return Kent the favor. Pierre Karsmakers and Brad Lackey were back from the Grand Prix wars in Europe and had to be considered top challengers as well, along with Gary Semics, Steve Stackable and Tony D.

It had been about five weeks since the last 500cc National, held in Virginia, and some of the factory riders were on hand with new or modified equipment. "Hurricane" Hannah and Rick Burgett had new monoshock units with remote frame-mounted reservoirs for the factory Yamahas to try to prevent the shock fade that may have kept Hannah from winning at the earlier races. Stackable and DiStefano had a pair of strong-running works Suzukis that may have RN400 engines, similar to what DeCoster and Wolsink are rumored to be using in Europe. Gary Semics showed up on a "home-built" works 400cc Kawasaki, put together by tuners Steve Johnson and Rick Jones, utilizing the factory engine in a C&J frame with Thorwaldson swingarm and Kayaba suspension. Lackey had his 390 CR Husky, but teammate Howerton was more than confident with his production 360 CR Husky which mechanic Eric Crippa had modified to be one of the best handling of all the factory machines.

MOTO ONE: THE HURRICANE LOSES HIS SPARK

No one could believe the heat, with the temperature in the 90s, nor Bob Hannah as he roosted off with a commanding lead of the first moto. Gary Semics latched in behind, fendered by Lackey, Gary Ogden on a KTM, Gaylon Mosier with the

A few surprises as Pierre pumps his Honda to the overall win

Merle Anderson shades an unconcerned Pierre while teammate Tommy Croft roughs it in the over-90-degree heat.

Bob Hannah (39), Gary Semics (15) and Rich Eierstedt (94) lead the pack at the start of the first moto. (Jim Gianatsis)

factory Wheelsmith Maico, then Howerton, Stackable and Eierstedt. Karsmakers, DiStefano and Grossi were back in mid-pack after being boxed in coming off the line.

Both Semics and Lackey were pressuring Hannah for the lead, but Bob was making his bid to be the first rider in American motocross to pull off a grand slam by winning Nationals in all three displacement classes. Tony D. tried to push his way up toward the front of the pack and the leaders, but had only worked up as far as eighth place when the big Suzuki, which had been having jetting problems earlier during practice, seized up tight. Team Husky wasn't having any better luck as, ten minutes into the race, Lackey was out with a sheared flywheel and Howerton had to pull off the track to have a mangled brake pedal straightened.

With his brake pedal repaired, the "Rhinestone Cowboy" got cooking again and latched in behind Karsmakers to freight-train their way up through the pack. Midway into the moto they found themselves holding down second and third spots when Gary Semics did a high-speed getoff on one of Cycle World's tricky jumps, got back up again only to pitch his chain. There was little chance that either Pierre or Kent could reel in on Hannah, who had a comfortable 20-second lead, but with about 15 minutes left in the moto Bob's Yamaha began running ragged.

"The magneto started going bad and missing," Bob could only moan afterwards. "One hill I had been going up in fourth gear, I could only go up in second. Pierre was really gassin' it and went on by me."

Karsmakers took the checkered flag as Bob managed to stay ahead of Kent long enough to retain second place. Steve Stackable edged under Gaylon Mosier near the moto's end to pick up fourth.

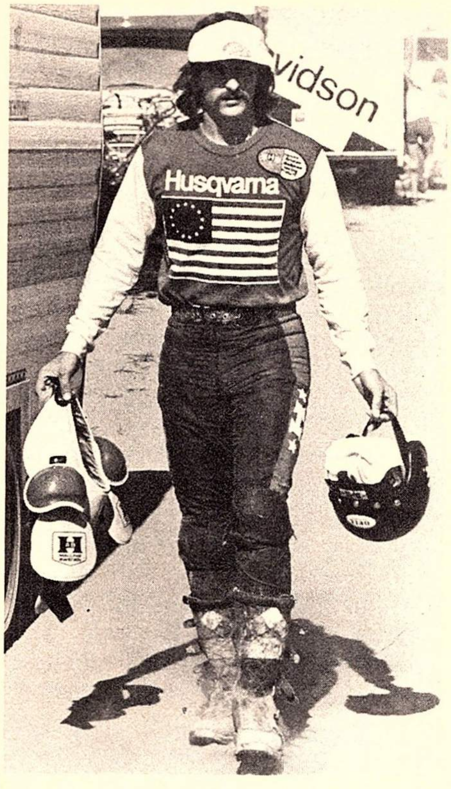
MOTO TWO: REMEMBER TONY D.?

Just before he buckled on his Bell to go out and line up for the second moto, Tony D. made a firm commitment — "I'm going to win this moto or crash myself trying."

Tony hadn't been doing too well since the 500cc Series began and he was determined to start performing like he had been earlier in the season. Honda's Rich Eierstedt bolted the starting gate as the final moto began, Lackey and Semics roped in behind as Tony clutched for fourth ahead of Hannah and Howerton. Things began happening quickly as Lackey overtook Eierstedt

24
59
15
94
HONDA

MISSOURI. CYCLE WORLD USA



For new dad Brad Lackey it was another day of bad luck in the 500cc series, with sheared flywheels.

Early in the second moto Tony held the lead on Stackable and Semics as they lap Rick Burgett, who had fallen. Stackable took a second overall for the day.

Howerton's wrench, Eric Crippa, puts a little psych job on the competition by calibrating the knobs on the current point leader's rear wheel.

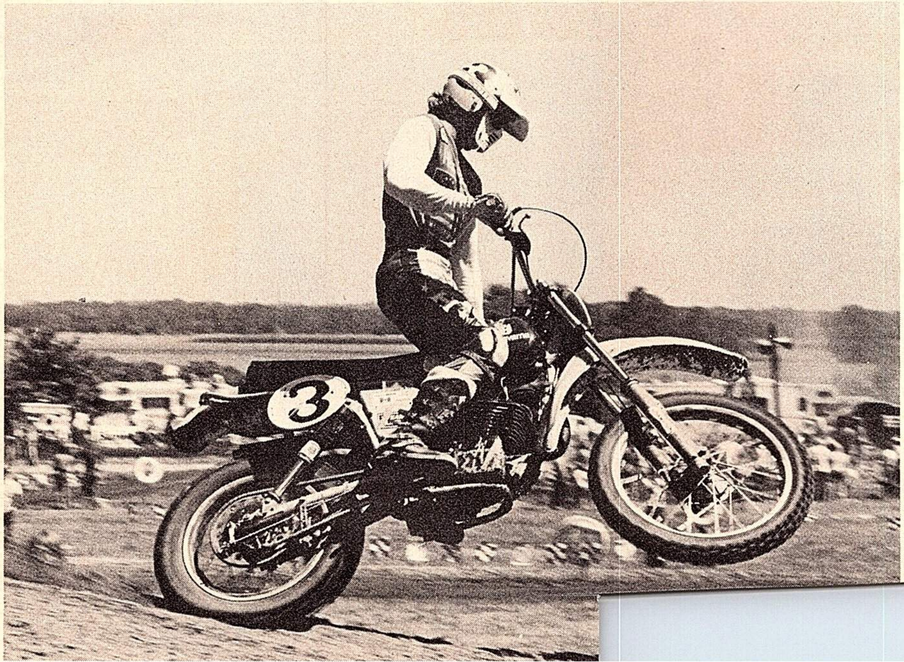
Second moto starting line shuffle with Pierre looking for front wheel traction in the air.

CHAMPION
GARY SURDYKE YAMAHA
YAMAHA

St. Peters Cycle World USA race was probably Bob Hannah's last shot at the 500 class championship, since Yamaha has him running the 125cc class on the rest of the conflicting dates.

for the lead before the first lap was clocked off. On the next go-'round Rich found himself being passed on both sides as first Semics throttled by, then Tony, who also made short work of Gary.

With second place firmly in his control, Tony began to move in on "Bad" Brad and see what European-style tactics were like. On the fourth lap, before any kind of fender-banging could take place for the lead, Brad pulled his Husky off the track with what sounded like another sheared flywheel. First place was Tony's. The 8000 fans on the hillside around the twisty Cycle World track shifted their attention to the battle over third place between Hannah and Howerton. It was expected that the momentum of their battle would push them fast enough to catch Tony, but in a fourth-gear sweeper that had the two of them in a full-lock powerslide, Kent had the front wheel of his Husky cut off by Bob's rear knobby, and Kent got pitched over the high side. Kent remounted, but his throttle was damaged and kept hanging open, causing him to crash again. Putting his Husky in high gear, Kent cruised around the track for the remainder of the moto.



The luck of the other top contender in the Series wasn't much better. Hannah had worked his way around Semics for second place, only to have his gear selector in the 400 OW quit working. Unable to make it around the track, Bob retired to the pits.

Pierre Karsmakers, meanwhile, had been working his Honda up from another poor start, and with 20 minutes to go in the moto he moved into fourth place behind Steve Stackable and Semics. The three seemed content to hold their positions for a while. Pierre knew he shouldn't try to take any chances, because a fourth-place finish for the moto was still good enough to give him the overall win.

Semics wanted some glory and began to close the gap on Tony as the final few minutes of the moto ticked off. Gary closed to within ten feet of Tony's rear fender, only to
s Kawasaki in one of the
deep bermed turns. Tony
out ahead again to win the

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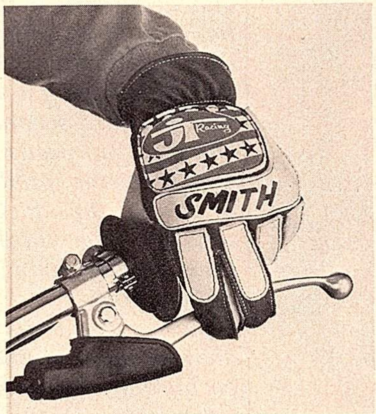

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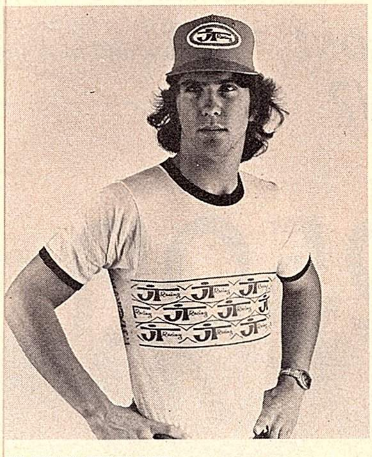

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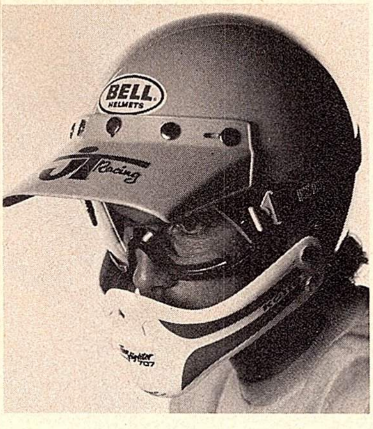

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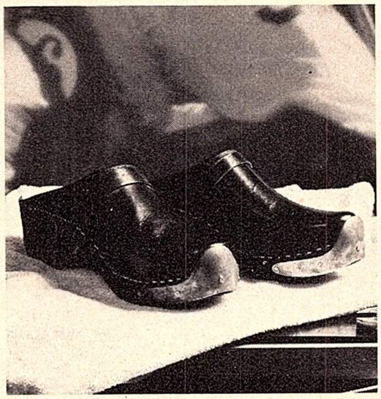

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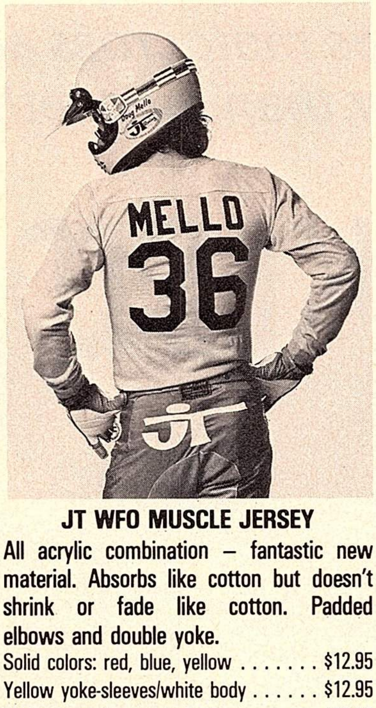

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*Colors match KOHO pants

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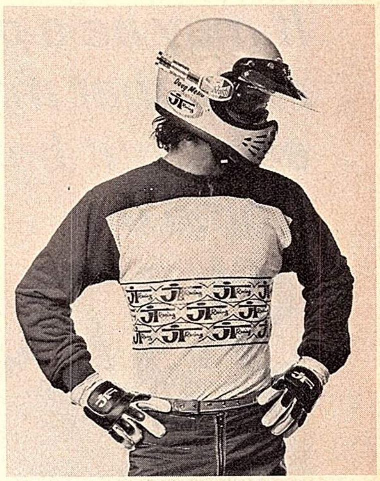

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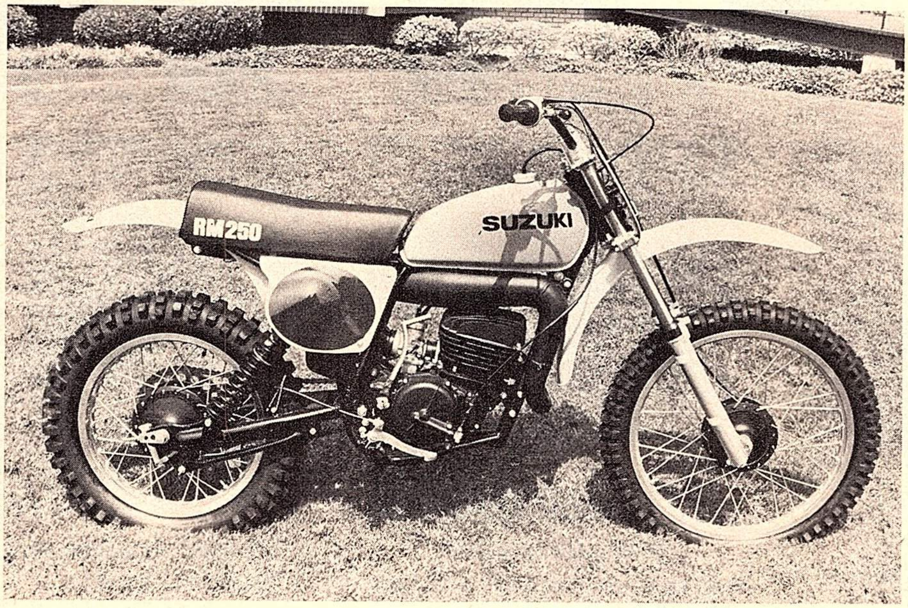
Send $1.00 for JT Catalog

Circle 13 on page 73

(DEALER ENQUIRES INVITED)



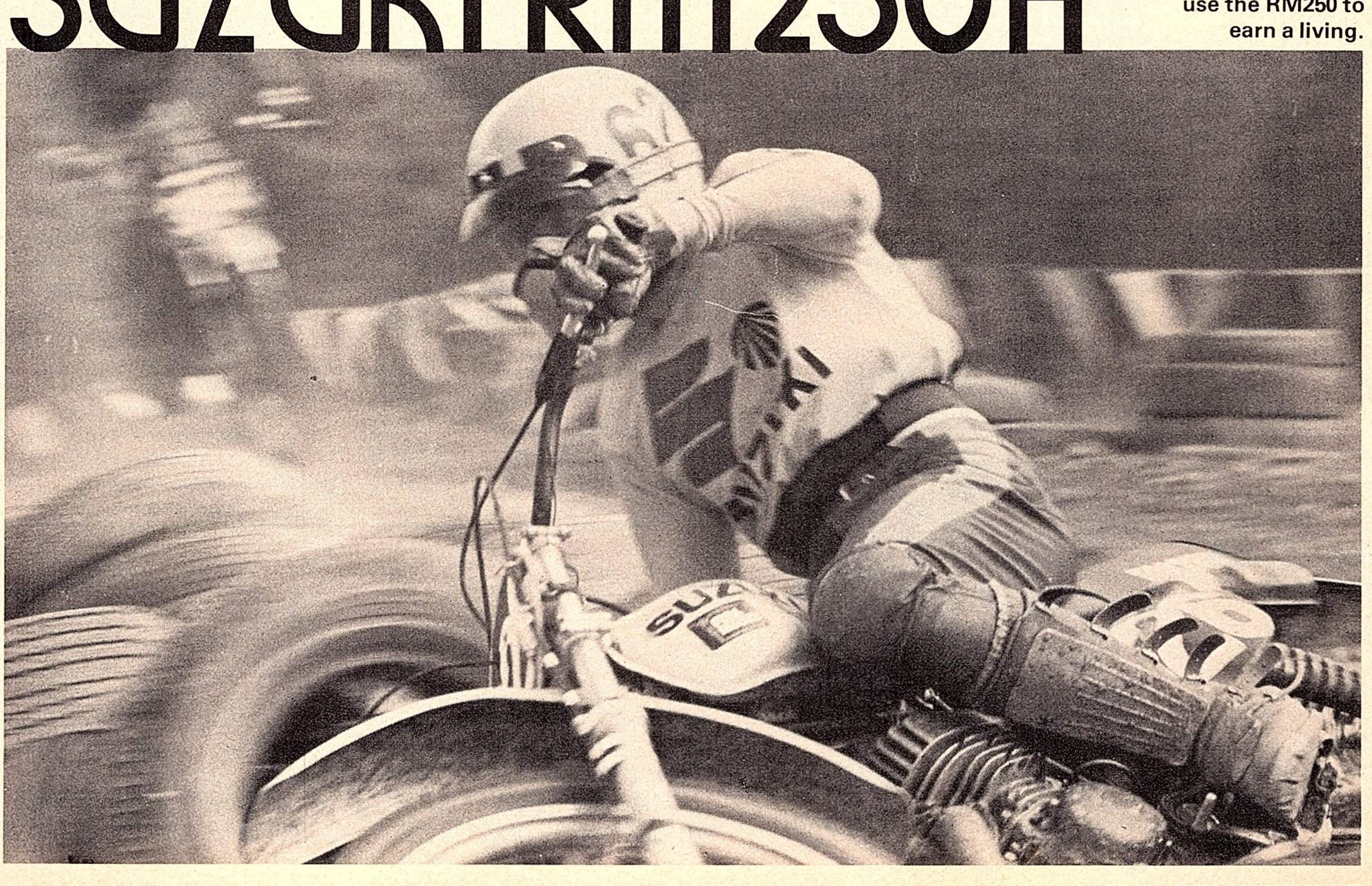
The ABCs of the RM

One of the nicest things any manufacturer can do for its customers is keep its product up to date. Therefore, it is most pleasing and gratifying to note that Suzuki has upgraded the RM250 twice since its introduction last year. The RM250A, which is the subject of our test, received several important line changes (improvements that are made on the production assembly lines at the factory), including stronger rear brake shoe springs that were breaking on the original RMs, modified fork damping rods to replace weak units in the first run, an improved throttle assembly and a carburetor adjustment that improves the mixture. Suzuki's aluminum fuel tanks seemed to have stopped cracking at the forward extremity, also. Coming up soon is the RM250B, which will have a more powerful engine and other changes that we will look into next month.

It may be a powerful production racer that makes motocross almost easy, but better than racquetball? Come on . . .

SUZUKI RM250A

Local pro racers like SoCal's Bob Elliot use the RM250 to earn a living.



Sixteen-year-old SoCal pro Jeff Jennings finds the RM250's powerful mid-range useful on the hilly Saddleback course.

In his six bids for the World Championship on Suzuki motorcycles, Roger DeCoster has won it five times, and Suzuki has won the World Manufacturer's title all six years. When he came to Suzuki, DeCoster brought with him not only the talent to win, but the ability to translate his genius into the machinery. His word became the prime force in initiating change. It was he who said: Move this, put this over here, make this bigger and make this lighter.

It was surely not all rule by lightning bolts for DeCoster. There were undoubtedly many other good Suzuki engineers and riders who had their own ideas about how to build a race bike. But through the years sanity thankfully prevailed and the RM-series production motocross bike evolved.

Powerwise, the RM250 is in a class by itself. It does more than make the bike go fast down the straights or pull it hard out of the turns. It does both and it does them well.

"Factory" power is something we first reported to you in the September 1974 issue of MXA. We knew the factory racers had special power, but we never really understood just how it worked until we got a ride on a factory Yamaha prototype. From that day forth, "factory" power meant two-stage output: a broad mid-range delivery for exiting turns, working the short chutes and finessing the tricky stuff, and a big boost on top for the long straights accomplished merely by leaving the throttle open in the highest gear available.

Suzuki has managed to incorporate this factory-type power into their production RM250 engine. Strong mid-range, a product of enduro-style intake timing, is coupled with an excellent high-rpm response when the case-mounted power-reeds open to satisfy the peaking engine's thirst for volume. Six transfer ports and a precisely formed exhaust pipe accommodate the flow. There are some production 250s we've tested that will produce more horsepower, most notably the Can-Am and the Montesa VA, but the rider would still have to do some fancy peg dancing to outgun an RM250 that's hooked up. Broadness and flexibility are what's called for from a modern, competitive racing

Continued

engine, and the RM250 answers the call.

One of the things Roger DeCoster figured out in those years of development was that in order to go fast, the bike has got to be able to slide. Not the wussy three-point, first-gear models that your grandmother can do, but the tucked-in, feet-up, fourth-gear models that win races.

The RM250 has the pleasing quality of being able to break both wheels loose simultaneously when flopped over into a speedway turn. Amounts of throttle dialed in at this point result in totally controllable wheelspin. The front end grows light as power is applied to the rear wheel and the attitude of the bike in drift remains constant. Suzuki geometry has produced that elusive property known as "neutral handling" which strikes mid-ground between the tail-outers and the front-end-plowers. Without the distraction of having to keep one end or the other out of the snow fences, an RM250 rider is left free to enjoy the thrill of having both feet on the pegs in the middle of a full-locker.

This characteristic, as you can imagine, makes the RM250 a really fun bike to ride. It's sort of like playing racquetball. Whereas in tennis you have to hit the ball back squarely over the net to keep the play going, racquetball requires only that you hit the ball and let the laws of physics take care of the rest. The RM250 may be the racquetball of motocrossers, but it rewards a good player.

You can indulge yourself and play those "Here Comes Joel Robert" games that get you psyched to go fast. That noble exercise of turning the throttle full-on coming *into* a turn and leaving it on come hell or high water is a most enjoyable experience aboard the RM250. Its response under power, even over cobby surfaces, is quite predictable. Remarkably so, considering that this is a fairly inexpensive, mass-produced product from Japan.

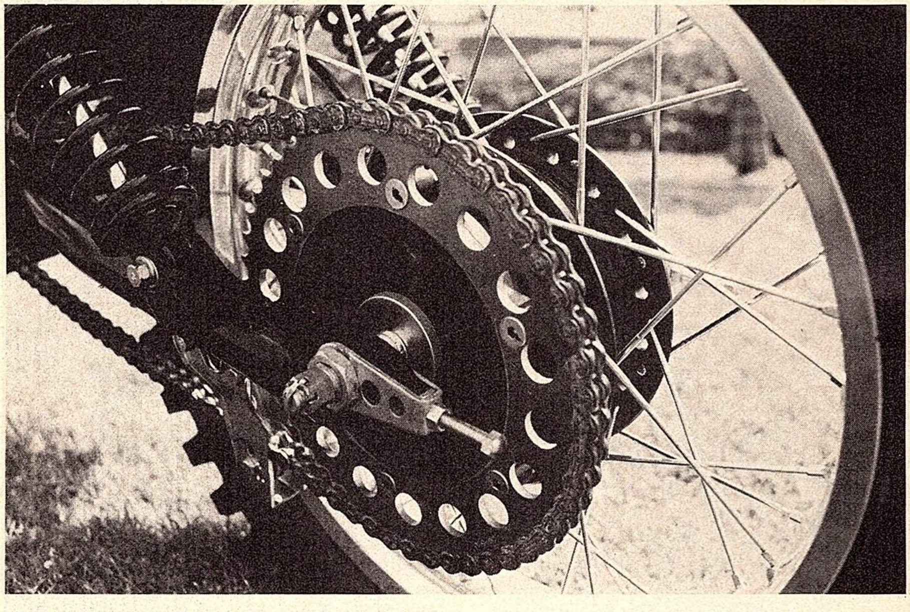
A good rider can quickly build his tower of confidence on the RM250. It has the right combination of power, weight and handling to make winning a possibility for any reasonable athlete.

Sometimes we are too critical of ourselves and call an error where none exists. Thus, a brief excursion into an unknown level of performance becomes a near miss, a close call or an almost crash. But the RM250 guides you into these realms with a strong, yet gentle, hand. It introduces you to the fringes of your limits without the slightest hint that failure at these extremes means hurt. In a maximum performance situation, instead of hearing the terrified voice of your guardian angel screaming STOP! WE'RE GOING TO CRASH! echoing in your helmet, only an occasional observation that you are indeed going fast permeates the walls of your concentration. It makes racing almost easy.

But what of the other side of the coin? What justifies the good handling, the power and the weight to the moderate price tag and wide availability? Well, for lack of a better description, the RM250 is a

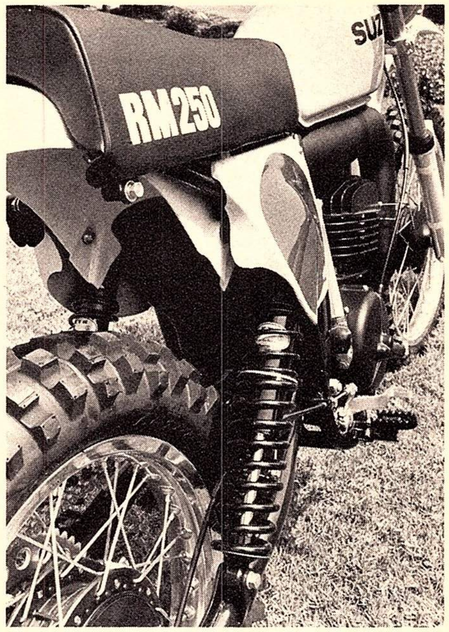
Well matched tank and pipe keep the rider's leg from getting fricasseed.

Long travel forks with offset axle mounts provide quick, precise steering and a soft ride.



Lightweight hubs and solid sprocket mount help deliver more power to the ground.

After starting his cold bike, Billy Grossi waits for the exhaust to clear. The RM250 is the workhorse practice bike for U.S. Suzuki's team riders.



Although the standard shock absorbers wear out quickly, the rear suspension design is right out of current GP racing technology.

little loose. Because of its relatively low retail price ($1410) and the fact that it is produced in quantity for the masses, it has to be manufactured and assembled with optimum economy.

That means that the forks may not work as well as they could if everything were done just so, or that the swingarm isn't as strong as it could or should be for maximum control, or that the shocks will fade quickly and have to be discarded after a very brief period of service. And, as has been the case for several years with Suzuki motocrossers, the standard IRC knobby tires that come stock on the RM250 are a far cry from what works good in the dirt.

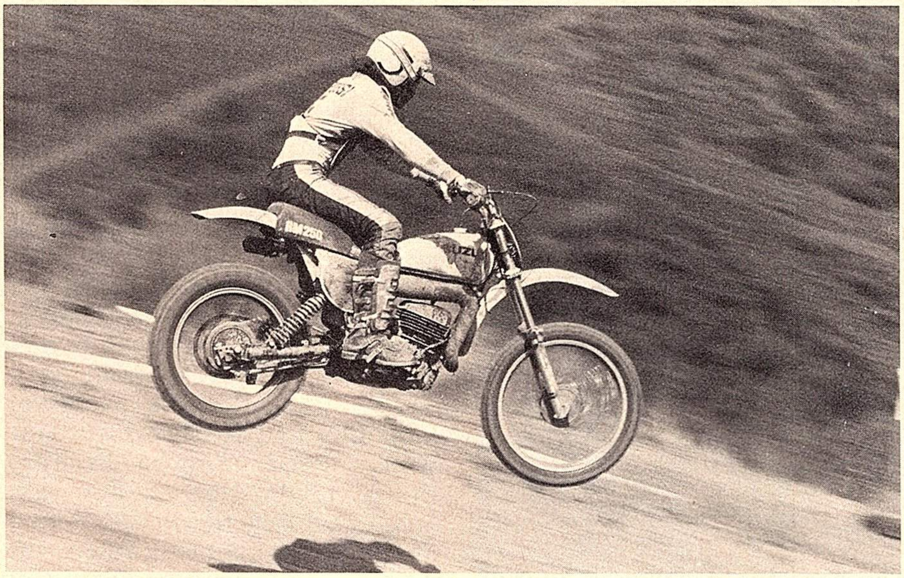
Indeed, if some of the highly stressed parts of the engine such as the connecting rod and crank are at opposite ends of their tolerance limits, not only will peak output be unachievable, some of those very expensive components may well be dispatched air mail out the nearest sidecase.

Suzuki engineering and technology, however, has managed to extend the tolerance limits within which their motorcycles will perform. It is one thing to say how well a precision-built machine will run and the summits of operation it will reach, but another thing entirely when a clearance is missed or a fit not made properly and the machine falls into disharmony. The more a machine relies on precision to run properly, the more catastrophic will be its failure should it decide not to. The RM250 continues to work well and remain working despite the amount of neglect the average home mechanic can heap on it.

As a result the RM250 scores a lot of nines. It's a good bike but to the perfectionist it's not *that* good. The alert racer need not fear the RM, for as long as control is exercised over the bike, it will remain controlled. However, lapses of attention given to this machine can be disastrous. It would be wise, therefore, when riding horizontally on a fifth gear berm, to keep your mind on what you're doing and not be looking to see if that foxy pit tootsie in the Jofa T-shirt is watching.

It would also be advantageous to avoid costly repairs by keeping the transmission and fork oil fresh, making sure the air filter is serviced, adjusting the spokes regularly, maintaining the chain properly and replacing the piston and rings when you're supposed to. It's all in the book.

The RM250 Suzuki is as much a part of future shock as plastic and the synthetic hot dog. In the wake of these RMs, don't expect the grand and glorious tradition of the old world bikes to last much longer. They'll go the same way as wooden spoons and cast iron frying pans. But that's progress. Sure, you could fall asleep on a Maico and still come in third, but a Suzuki is cheaper, easier to maintain and besides, you're not supposed to fall asleep on a motorcycle.



Billy Grossi prepares to use the RM250's 8½ inches of suspension.

SUZUKI RM250A

SPECIFICATIONS

Make	Suzuki
Model	RM250
Country of Manufacture	Japan
Retail Price	$1410

ENGINE

Type	Single-cylinder, reed-valved two-stroke
Bore & Stroke	70mmx64mm
Displacement	246cc
Compression Ratio	7.1:1
Cylinder	Six-port
Carburetor	Mikuni VM36mm
Ignition	Suzuki PEI (Pointless Electronic Ignition)
Lubrication	Pre-mix 20:1
Air Filter	Oiled foam

TRANSMISSION

Type	Five-speed, constant mesh
Ratios	2.076, 1.750, 1.352, 1.105, 0.913
Primary	2.727, wet multi-plate clutch
Ratio	3.846 (50/13)
Drive Chain	520 D.I.D

SUSPENSION

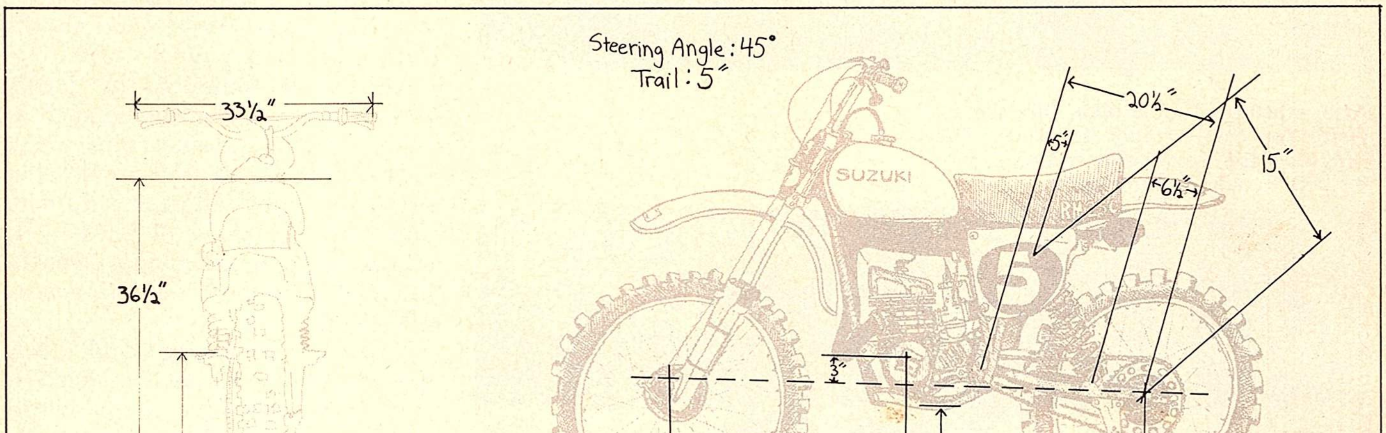
Front: Telescopic, oil-dampened, leading axle
Rear: Laydown, gas/oil dampened
Travel: Front: 8.6 inches
Rear: 8.4 inches

DIMENSIONS

Wheelbase	56.7 inches
Ground Clearance	10.4 inches
Track Weight	216 pounds
Weight Bias	53% rear

CAPACITIES

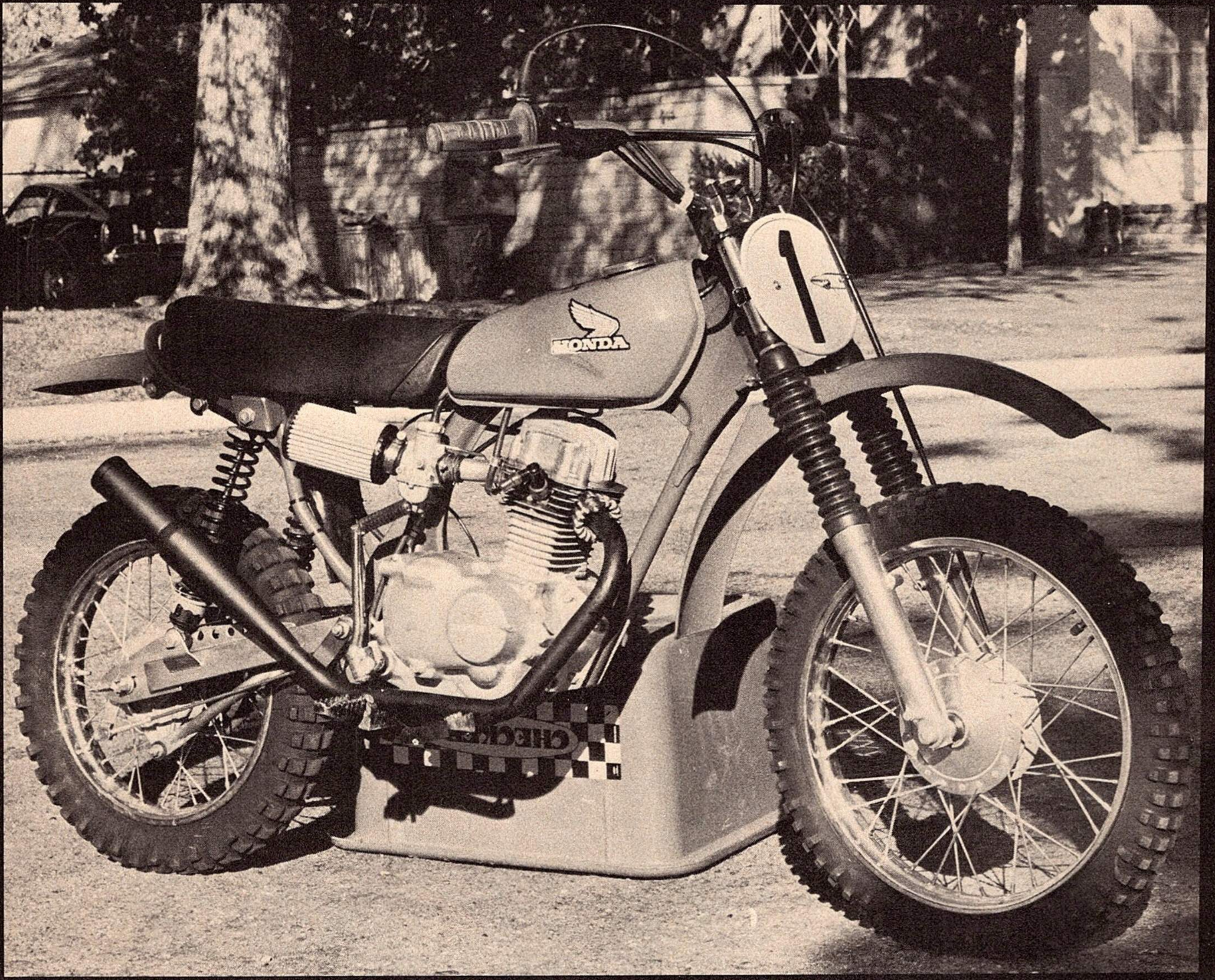
Fuel	2.1 U.S. gallons
Transmission	1000cc
Forks	245cc



BAZZER

Part Two of our two-part XR75 pit bike story gives you the do-it-yourself info to finish the suspension.

Stage II development: Long travel suspension makes our project XR75 minichop the last word in pit transportation.

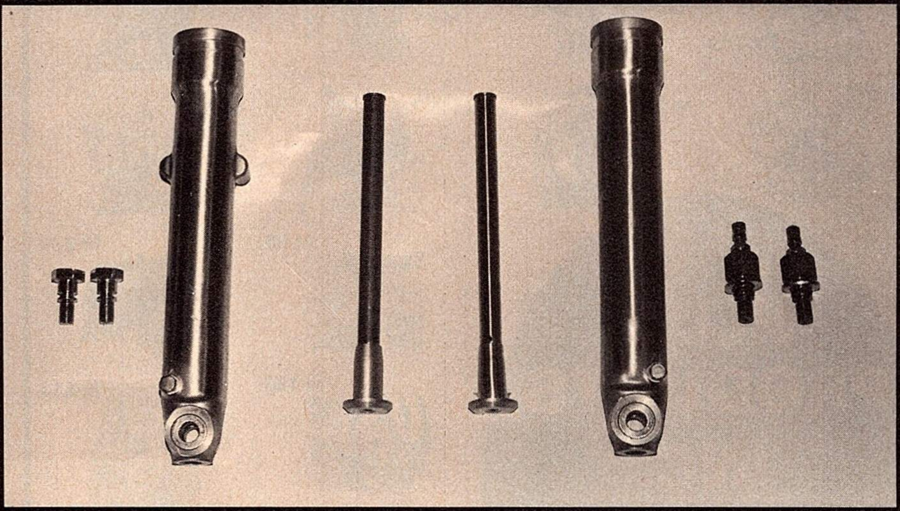


technical

XR75 PIT BIKE GETS SOME SUSPENSION

Last month we showed you how to modify the XR75 pit bike frame to accommodate forward mount suspension. Now we will show you how to get an extra inch out of the front forks with a small modification and a few alternatives for the new frame change.

The XR75 forks in their stock condition with 110cc of oil and the springs in place give 3.0 inches of travel. If you drain the oil you'll find that there is an extra inch of travel when they are compressed. It seems that because of the minimum taper on the end of the damper assembly, the forks hydraulic lock before they attain their full compression. Three inches of travel on anything, even a small pit bike, isn't much to talk about in this day of long travel suspension systems.



Stock fork components on left, modified units on right with Gorki air caps. Notice how the shape of the foot valves on the end of the damper rods differ.

Dennis Shelly of Al Baker R&D machines the XR75 foot valve. A three-degree taper starting a quarter-inch from the bottom of the valve adds an extra inch of travel.

It's a simple procedure to extract the extra inch, and it's accomplished by taking approximately three degrees taper to the foot of the damper valve. If you have access to a lathe you have half the battle licked. If you don't, it shouldn't be too hard to find one. If it's still a problem, Dennis at Al Baker Racing will do it for you for five bucks.

With the addition of the Goki air valves ($11.95) and Baker's fork boots ($4.95) we assembled the forks starting with 80cc of ten-weight Bel-Ray fork oil. The manual calls for 110cc, but the tolerances of one XR75 fork assembly aren't quite the same as the next one, so it's a good idea to work your way up till you get the desired feel, adding ten cc at a time with a maximum of 120cc total. We've found that about 38 pounds of air pressure works well, but again a little experimentation will find the right setting for your weight. Remember that you'll have to go past the pressure you want because of the loss of air when checking the pressure.

Now that the front end is working better, what are you going to do with the rear suspension now that the frame is cut and ready? The cheap way out is to use the stock swingarm with some good shocks, but it's not exactly the hot setup. Al Baker Racing has a modified swingarm with the shock position moved forward. This enabled us to use the same 12-inch standard S&W shocks that we were running in place of the original stock units. If you use the stock arm instead, then a longer shock will be needed, because of the shock being in a canted position. Baker's XR arm uses the same stock bushings and components and is an easy installation. It costs $69.50. If you don't have the S&Ws already, then you can add $48.50 to the bill. The spring rate will be determined by your own weight.

With the pieces all bolted together, we fitted the Baker dyno-tuned pipe ($32.95), and added a K&N air filter, number RU-8 ($7.95). We now have a pit bike that handles half again as good as it did before we started and looks trick to boot. All our work was done at Baker's since he had the supply of parts and accessories we chose to use. Their address is 15174 Raymer St., Van Nuys, California 91405.

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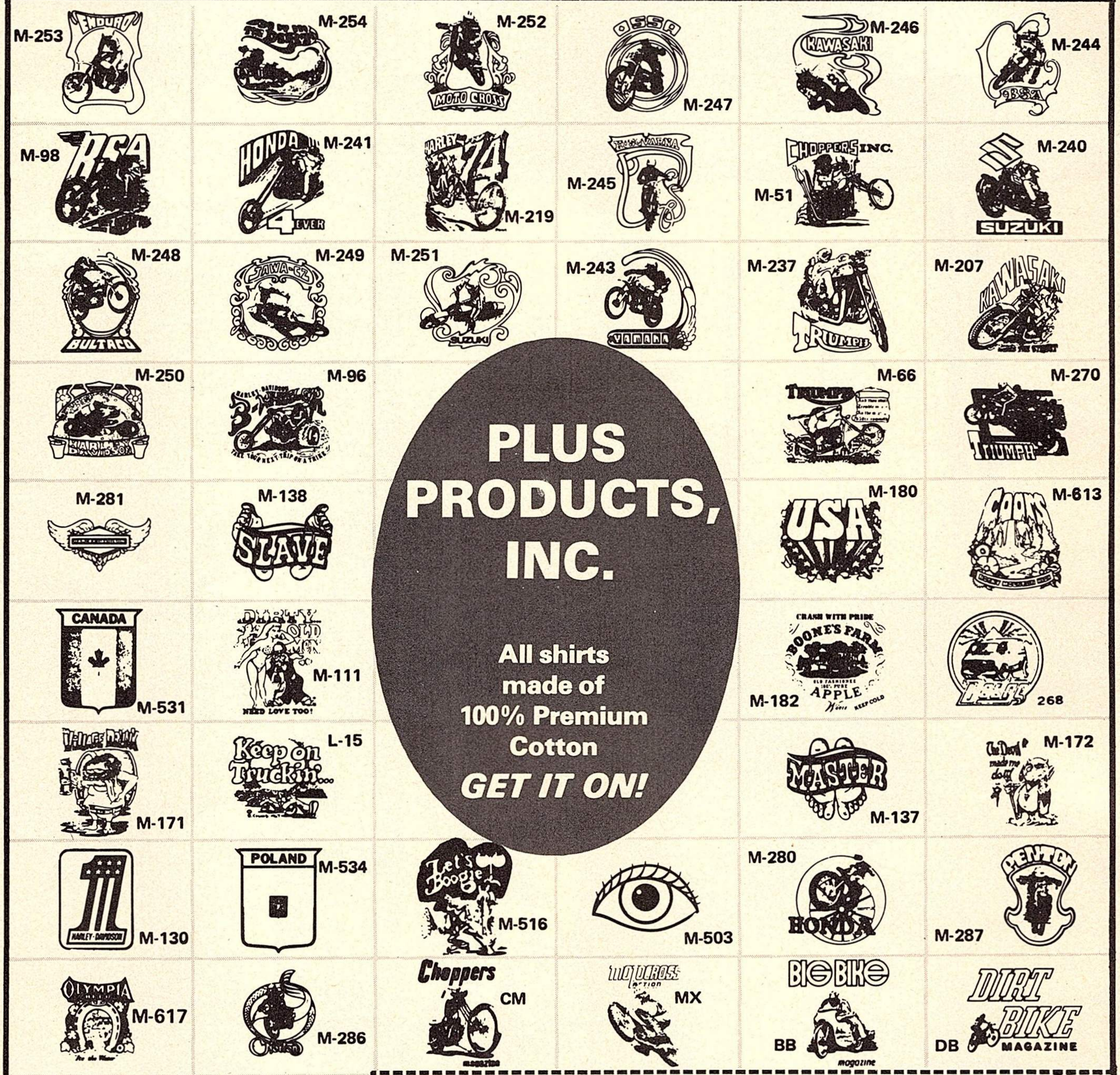

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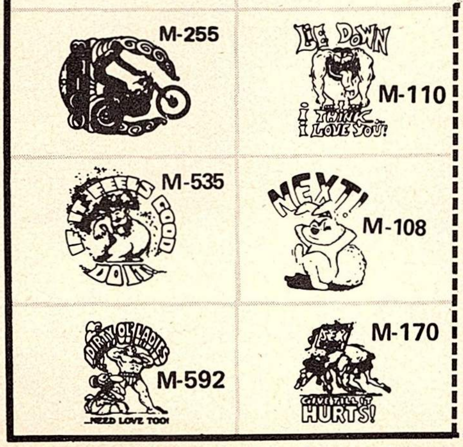

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Continued from page 13

had to buy a second copy to hang them all on my wall.

Steve Bone
Lansing, Michigan

(Wait! Don't say another word. I didn't give you the correct change. Let's see, you gave me a $20 bill. Here's two, that makes five. Six, seven . . . look! A flock of pelicans! Must be 12 of 'em . . . uh, 13, 14 . . . Ah, yes, when I first started racing I was 17 . . . ah, 18, 19, and 20. There's your change. Spend it wisely. Next. — ass. ed.)

MORE BEEFCAKE

Dear MXA:

Marty Smith has quite nice bionics. Now how about a few of Bob Hannah and Jim Pomeroy?

Bionic Body Lovers
Ithaca, New York

(You people are going to turn this fine, upstanding publication into a perverse skin rag. — ed.) (Let's hear it for perversion. — ass. ed.)

Dear MXA:

The cover of your *Trans-Am* special said there were color photos of Brad Lackey and Jim Pomeroy inside. I looked and there weren't.

Danny Macdonald
Sainte-Foy, Quebec

(Ah, did I give you the correct change? — ass. ed.)

DENTISTS DO IT PAINLESSLY

Dear MXA:

How can a chubby dentist who wears glasses win the USGP three years in a row?

Gred Fuller
Newcastle, California

(He does it with mirrors. — ed.)

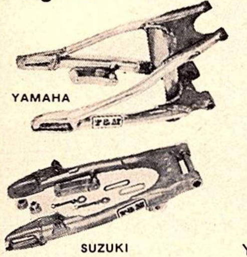
Dear MXA:

I could have bought new shocks with the money I've spent on your magazine.

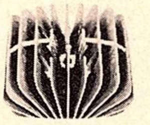
Pat Masetz
Osseo, Minnesota

(Tell it to the publisher. He just bought a new Jag. — ed.)

pdi presents the new magnesium swingarm! Reduces unsprung weight. 5 lbs. lighter than stock!!



RADIAL HEADS



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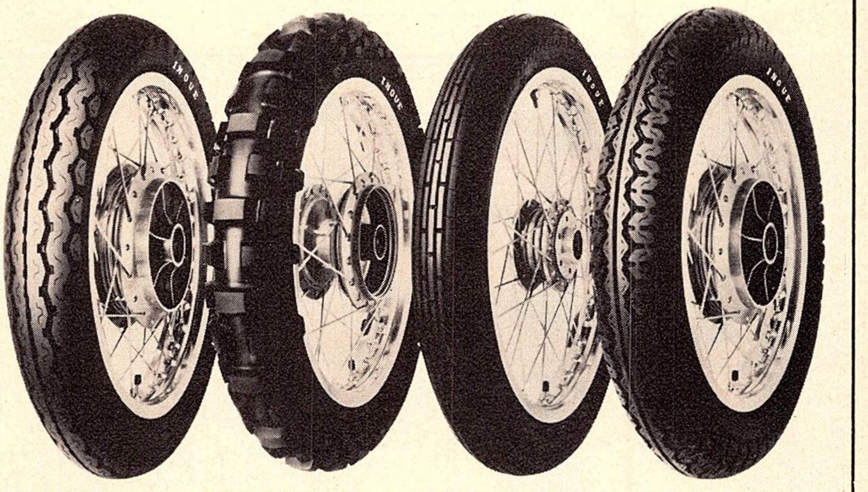

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Circle 15 on page 73

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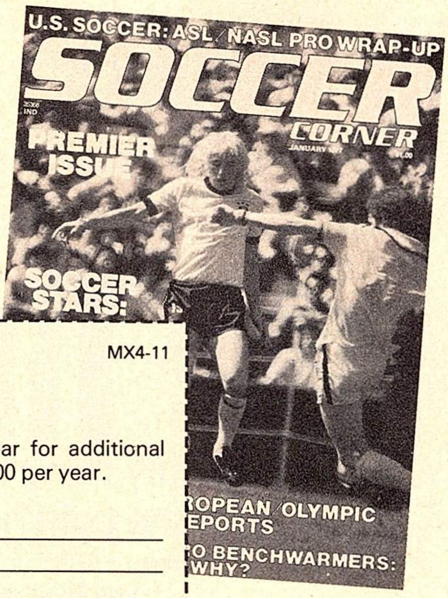

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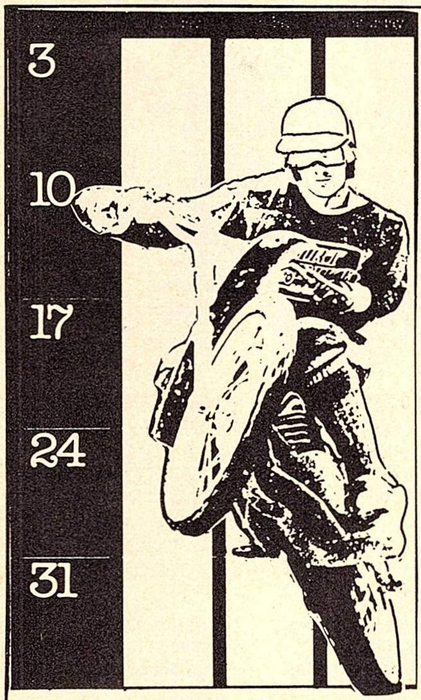

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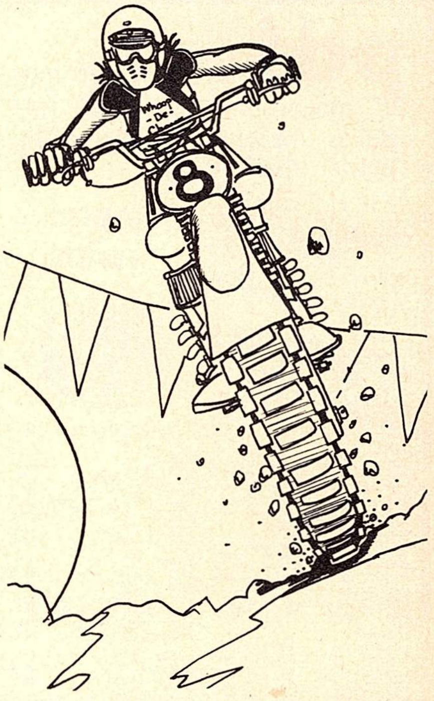
ON THE MAINJET

Continued from page 4

any new patients, and some weren't even tending to their regulars until the whole thing was resolved. It's a luxury that few professions can afford, but *most* doctors have paid their dues and are entitled to the benefits they reap. They could afford to sit back and wait out the uproar that was sure to follow. It was a unique "strike" for the simple reason of there being no alternatives. When there is a bus strike and you have lost your regular means of transportation, you have the alternative of another type of travel. When you break a bone and there is a doctors' strike, you can't very well have a plumber set it for you, although, as I indicated in my previous editorial, some of the doctors who worked on me were probably more adept at plumbing. This isn't a slur on the plumbers of our country, it's just an example, and a pretty good one — after all, the rates are about the same.

When I talked in my editorial about describing a motorcycle injury

See next page



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Circle 14 on page 73

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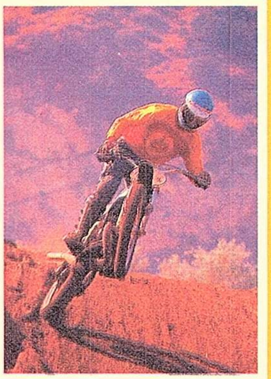
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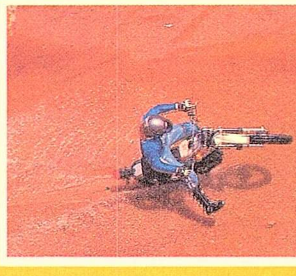
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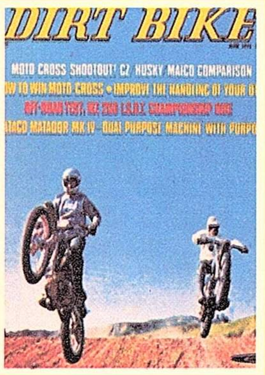

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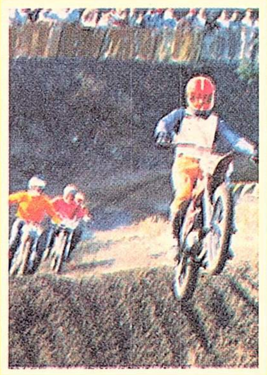
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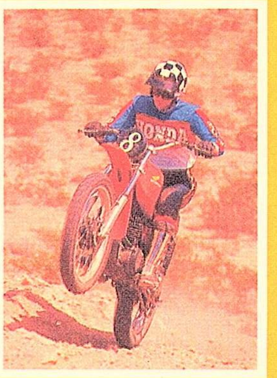

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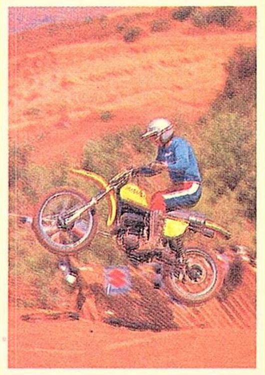
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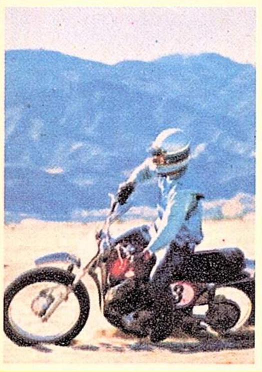
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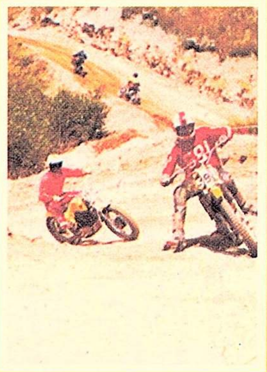
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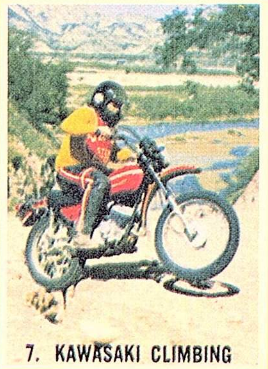
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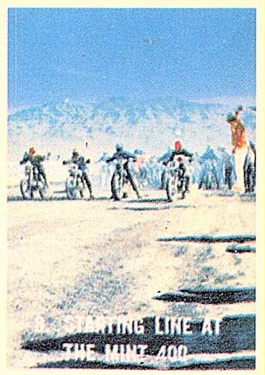
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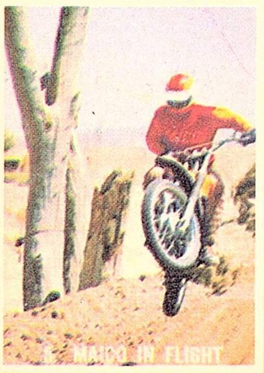
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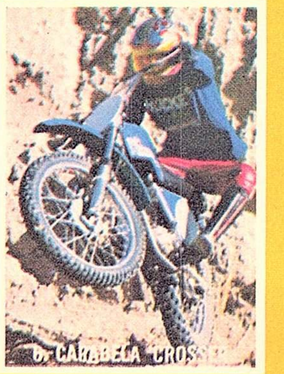
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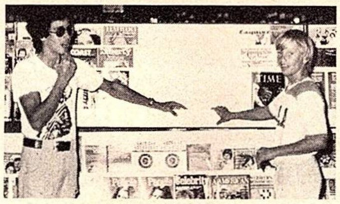

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Continued

to the doctor so that it had nothing to do with riding a motorcycle, I wasn't recommending it as something you as a reader and racer should do in the same situation. I told you why I do it, and for what reasons I've found this practice helps me when I get hurt. I couldn't agree with you more, Dr. Harris, about some injuries and how the doctor should be told the facts in order to diagnose the problem correctly. In *my* case I feel confident that I can relate a similar situation to the doctor so that it is the equivalent of a motorcycle-related injury. In my own mind, and for good reason, I feel that I'll get much better treatment if the doctor doesn't know I injured myself on a motorcycle.

Dr. Harris substantiates the fact that many physicians have a negative view of motorcycling because they have only seen the negative aspects of the sport. This is no consolation to you when you want the best treatment available and your doctor is possibly prejudiced against motorcycles. I think it's a

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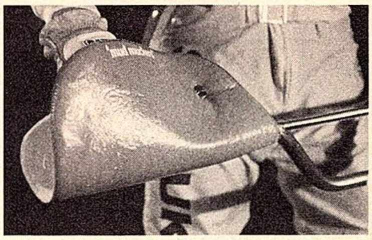

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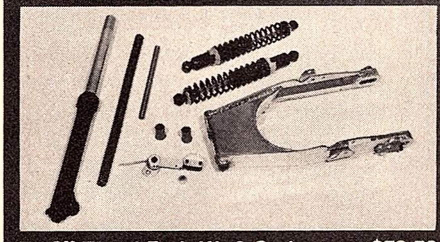

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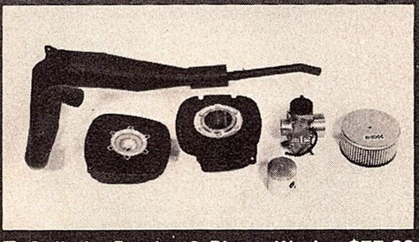

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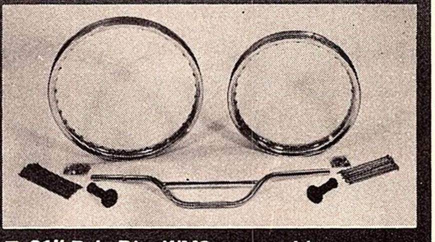

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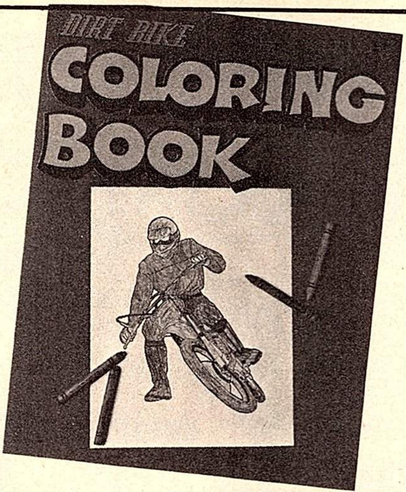

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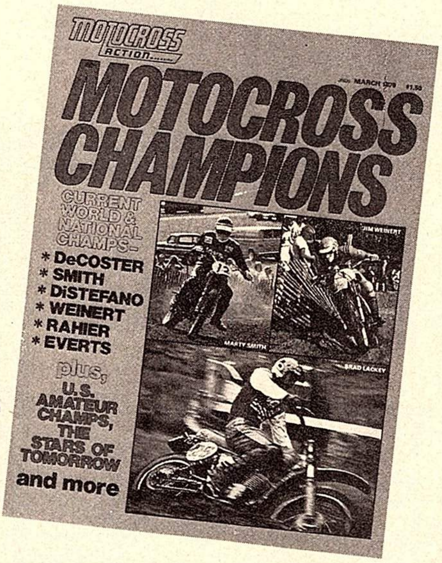

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ON THE MAINJET

Continued

bummer to have to lie about such a thing, but it's more of a bummer to me to not receive the full potential of a competent doctor because of something so stupid as a dislike of motorcycles. I plan to keep following this procedure until such a time comes that I can be reassured that the situation has changed. Hopefully, I'll not need to worry about it since I don't plan on getting hurt. Who does?

A situation came up recently where I had to make a decision about emergency treatment for my son. You might have seen the photo of him, in the Suzuki Motocross School story, at the end of the article, wearing a cast. I don't mind taking a chance by not telling the whole truth to a doctor about a motorcycle mishap when it is *my* injury, but I had mixed emotions about not telling the truth when it was my son who was hurt and needed the treatment. After some quick soul-searching I decided to play it straight and gave the doctor the facts on how he got hurt. As it turned out, the doctor had the same predictable reaction and comments. He scared the hell out of Rick. His initial comments while looking at the X-rays were, "You've ruined your leg and you'll never have the full use of it again." Needless to say, his bedside manner wasn't his greatest attribute. Even if it had been true, this wasn't the time and place to lay something like that on a boy in his early teens. I bristled and asked if I might have a couple of words with the doctor outside the emergency room. I didn't know him, but he had been recommended to me by the personnel at the hospital as being very competent. He was cocky and arrogant and about a head shorter than myself. When we were out of earshot of the emergency room where Rick was lying on the table, I chastised the doctor on his lack of tact and asked him point-blank if he was competent enough to fix my son's injury. I had full intentions of getting someone else if I didn't like his answer. He handled it great! As cocky and arrogant as he could be, he said that there wasn't anyone else who could do it any better than he could, and then went on to relate what had to be done and how he'd

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do it. He understood where I was coming from and yet he let me know he was my best bet, and without saying so intimated that he'd give Rick his best shot.

He operated on Rick and did his magic. He was cocky for good reason. After it was over I asked him how he felt about bikes and racing. He said that he was prejudiced against them, but no more so than skateboards or skiing. I told him about my thoughts on some doctors and the treatment received because of bike-related injuries, and he agreed somewhat with what I had to say. However, he added that these same types of doctors would have probably given incompetent treatment anyway, and it wasn't their prejudice against motorcycles as much as it was their incapability of doing a professional job. He also mentioned that this was not the norm, and that most doctors are good and take pride in what they do. He agreed that some care should be taken before letting just anyone work on you without some substantiation of their expertise. "It's lucky for you I was available." What could I say, he was right! ▣

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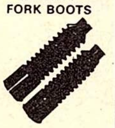

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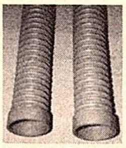

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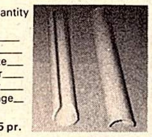

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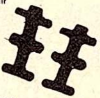

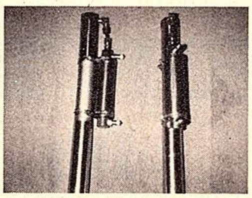

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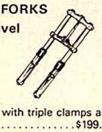

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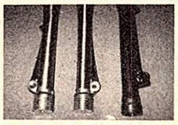

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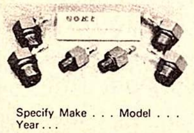

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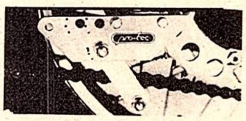

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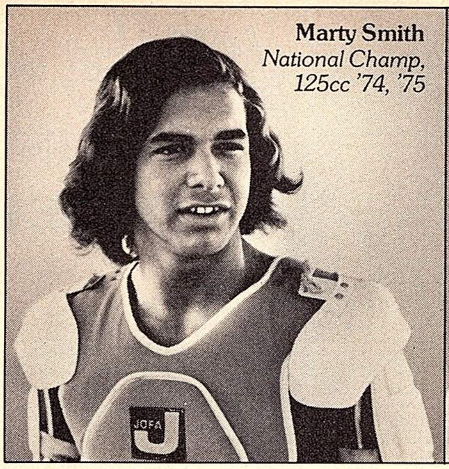
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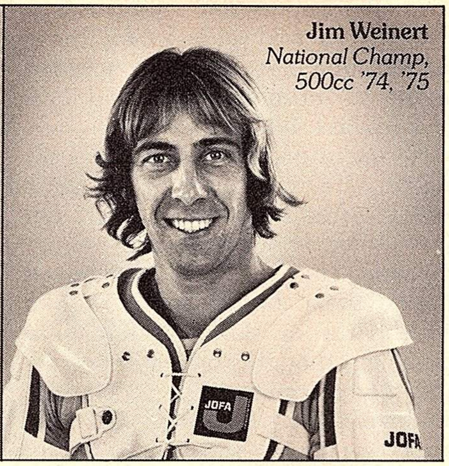
125cc '74, '75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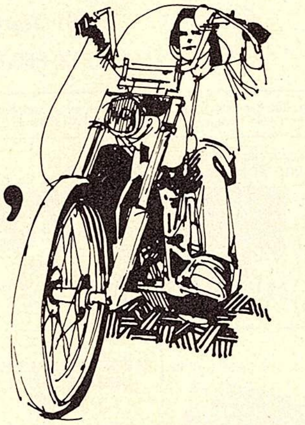

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SUPERBOWL

Continued from page 37

the yardage needed for a good early-moto lead. Unleashing all the fury of his potent Bombardier bullet down the back straight, Ellis sprinted down the sidelines and into the safety zone, leaving his opponents far behind. For the rest of the moto, Ellis stayed way out front, lackadaisically spinning around the 5/8-mile track to finish with a good 18-second lead. During the hectic opening laps, Kent Howerton went down in traffic, got pegged in the back by Weinert, and spent the rest of the night keeping the bench warm. As luck would have it, Kent's strong second in the Superseries dropped all the way down to a fourth.

Pierre Karsmakers managed to inch his Honda past Brad Lackey in the early stages of the game to move into second. With Ellis too far out in front to catch, Pierre locked into a steady, go-fast consciousness and firmly held down his number two spot as a fantastic duel for third developed between old pals Lackey and Weinert. For several action-packed laps the two seasoned pros went at it, until Weinert tried to make a move past the Husky in one of those tight, one-line corners. Instead, he used Lackey for a berm and they both went tumbling into the astro-soil. Stackable took over third, but Semics overtook Stack for third before the finish, as did Weinert.

MOTO TWO

Tony DiStefano had spent most of the first moto falling down and then making heavy rushes to regain lost territory. The opening laps of the second moto found Tony in a more desirable position, behind an already grinning and winning Jimmy Ellis. Suddenly, Tony D. put on a hairy charge that had him nipping at the Can-Am in no time at all. Ellis woke up in time, but DiStefano's serious bid for the lead sent the two riders whirling around the football field at a fantastic pace. The D. made his move exiting out of a sharp right-hander onto the straight. Natural instinct told both riders one thing . . . gas it! As Ellis and DiStefano simultaneously wicked their powerful machines to the max, the awesome power output spit them both into squirrelly, out-of-control slides. Ellis recovered and went on to win. Tony D. was thrown into the bales. As the crowd yelled in horror, Tony remounted his Suzuki and rode it in for second.

Without encountering any problems, Lackey took third, followed by Karsmakers, Stackable and Weinert, who had just wrapped up his Supercross title.

MOTO THREE

Rocketing out of the starting grid grotto, Karsmakers grabbed the holeshot on his pre-production Type Two Honda proto. While leading, Pierre crashed in the darkness behind the peristyle and tweaked his right wrist, a very essential part of the motocrosser's anatomy. Tony D. took over the lead he had been fighting so hard to get all night, holding it to the end. Ellis stayed loose. With two convincing firsts next to his name, Capt. Cobalt kicked back in second, content in the knowledge that he had already earned his second consecutive Superbowl victory. Combining good starts and steady riding with strength, confidence, determination and one fast motorcycle, Ellis dominated the entire evening of racing and flat just stole the show. The East Coast Kid is a showman in the functional sense of the term, and the glory of a Superbowl win is all it takes to get his juices flowing.

The Oly Bowl attracted the largest crowd ever to witness a motorcycle-type event. Some 65,842 yelling, hooting, foot-stomping fans filled the stadium to stoke on all the thrills, excitement and energy of G.P. motocross compressed into a single night's entertainment. Although physically removed from the ground-pounding action below, the folks simply kicked back in the clean, comfortable, deluxe accommodations of the Coliseum, sucked on peanut shells, consumed gallons of Oly and became totally absorbed in the seven action-packed motos that had unfolded before their very eyes in the eerie fluorescent glow of nighttime L.A.

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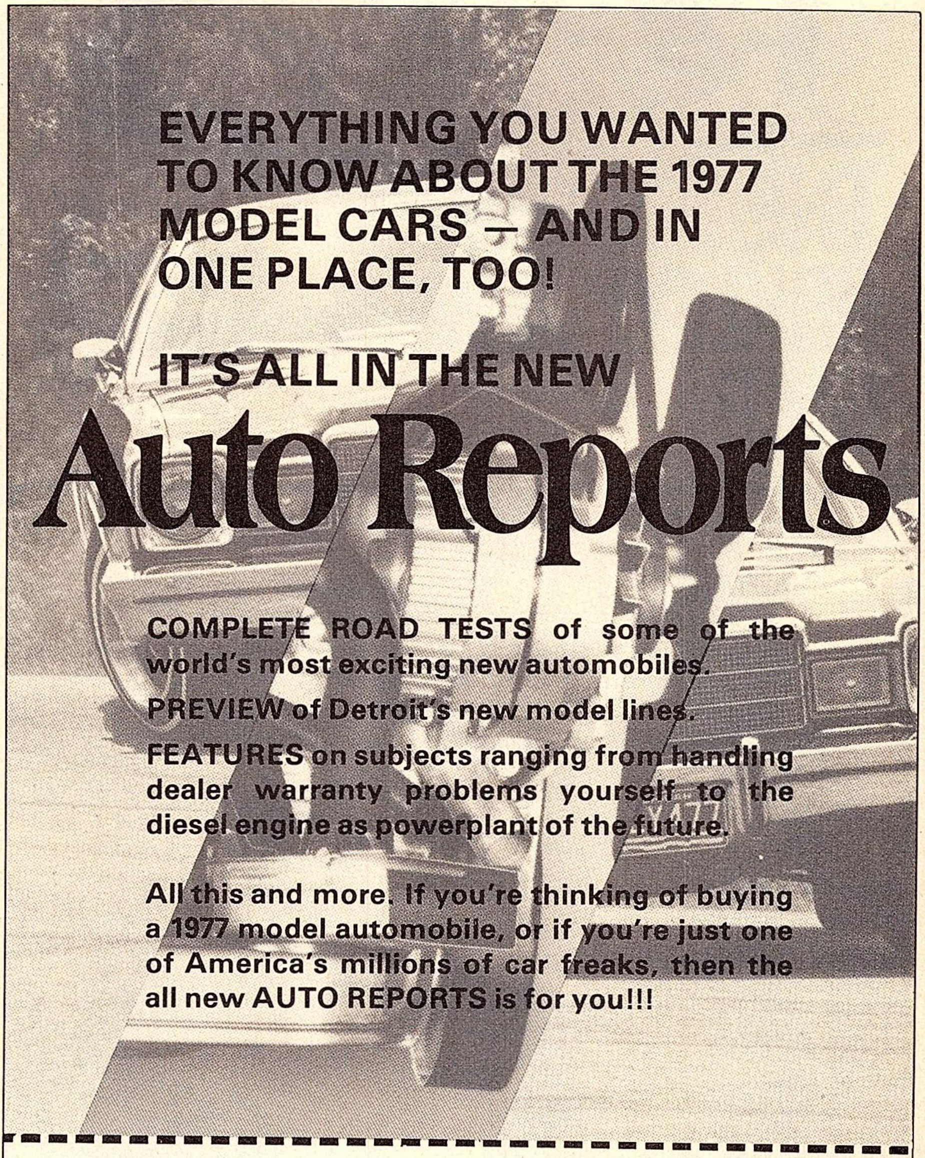

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Continued from page 11

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won the overall at Belgium with a 1-2 score with Wolsink finishing second. DeCoster could only manage a fourth in the last moto at Luxembourg but the moto wins needed by Wolsink went to Jaak van Velthoven, riding a KTM. Wolsink of the Netherlands finished second in both heats.

Now in his sixth year with Suzuki, Roger DeCoster has won the World Championship five times and led Suzuki to the World Manufacturer's title all six years. He has also won the Belgian National Championship six times and was the American Trans-AMA champion in 1974 and 1975.

In the best 13 performances of the 24-moto season, which is how World Championship points are determined, DeCoster scored nine firsts and four seconds while Wolsink collected seven firsts and six seconds.

FINAL POINT STANDINGS OF THE 500cc WORLD CHAMPIONSHIP:

1.	Roger DeCoster, Belgium	183
2.	Gerrit Wolsink, Netherlands	177
3.	Adolf Weil, West Germany	138
4.	Graham Noyce, Great Britain	113
5.	Herbert Schmitz, West Germany	101
6.	Brad Lackey, U.S.A.	99
7.	Jaak van Velthoven, Belgium	92
8.	Ake Jonsson, Sweden	81
9.	Pierre Karsmakers, U.S.A.	71
10.	Bengt Aberg, Sweden	48

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MEDIA WATCH

The August issue of *Sport* magazine had a small feature on Tony DiStefano by Jerry Adler with some fair color pictures. The article was the standard "Welcome to the Sport

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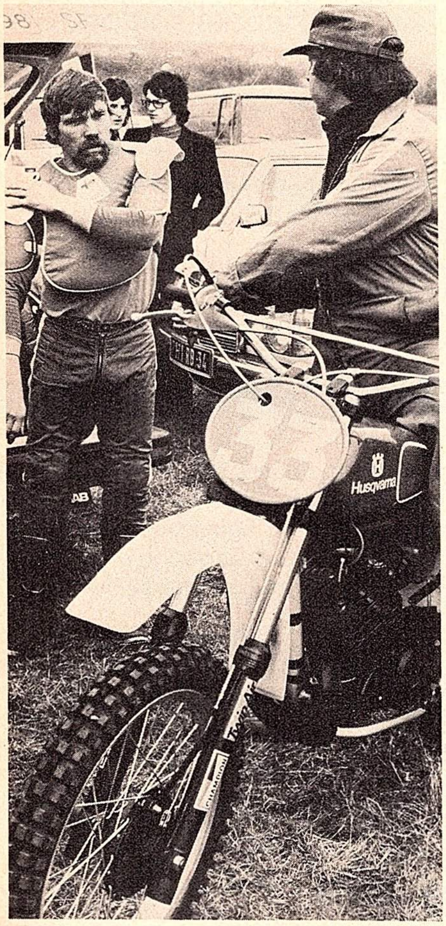
of Motocross" type and didn't have too much to say. The important thing was that it was about motocross and it appeared in a national sport-oriented magazine. Also, on the back page of the August issue of *womenSports* under the title "Athletes' Feats" was a neat photo of 15-year-old women's minibike motocross champion Tracy Evans in action.

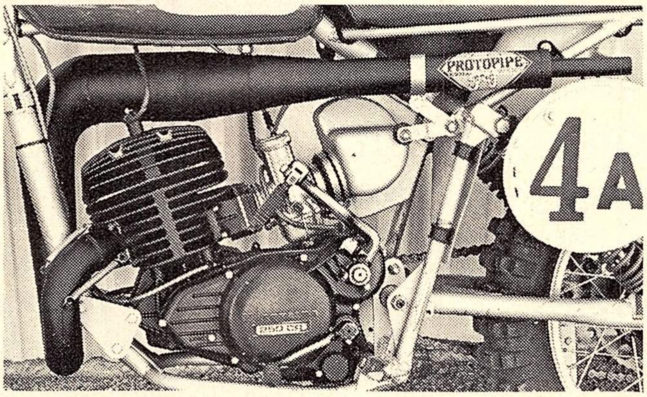
Now this doesn't mean that there will be a migration of sports enthusiasts from the golf links to the snow fences. It simply states that some sports-minded institutions are beginning to realize there are more exciting athletic endeavors than waiting in left field for someone to hit a ball to you.

* * *



MIKKOLA NEARS TITLE

In the 11th round of 250cc World Championship competition at the Dutch Grand Prix, Heikki Mikkola of Finland traded moto wins with Russia's Guenady Moiseev. Mikkola needs only a good finish at the final event in Sweden to capture the crown and thus become the first to win FIM World Championships in two classes.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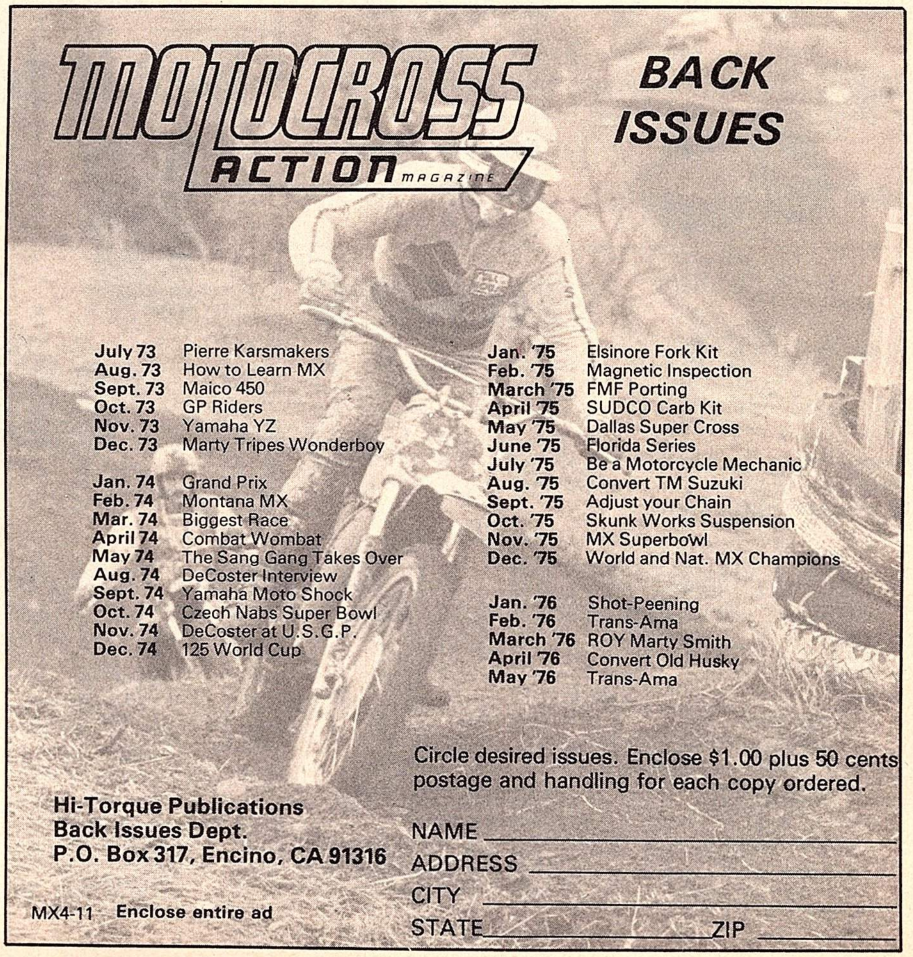
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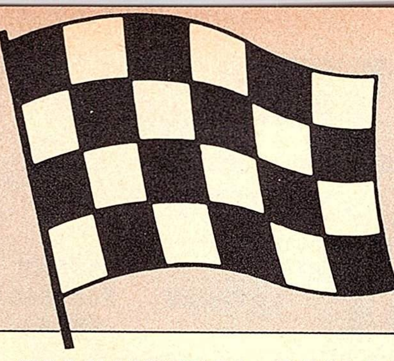

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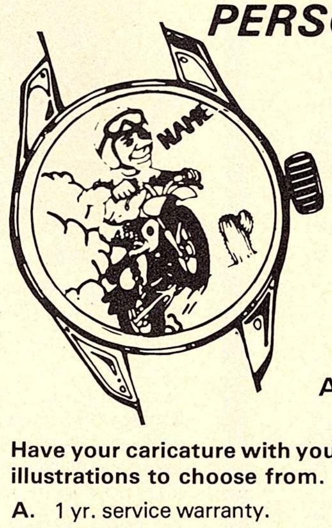

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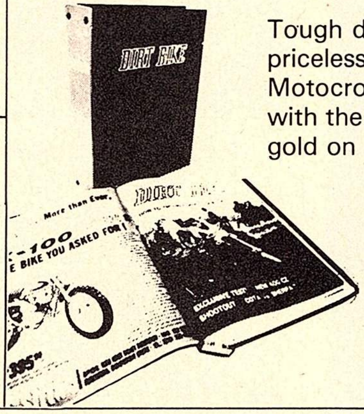

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MOTOCROSS ACTION MAGAZINE

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In order to continue making MOTOCROSS ACTION the kind of magazine *you* want to read, we'd like your help by answering the following questions (circle the letter next to your answer):

1. AGE GROUP
a) a) Under 16
b) 16-20
c) 21-25
d) 26-30
e) 31-40
f) 41 and over

2. ANNUAL INCOME
a) Under $10,000
b) $10,000-$14,999
c) $15,000-$19,999
d) $20,000 or more

3. DO YOU OWN A MOTORCYCLE?
a) Yes
b) No

4. IF YES, HOW MANY? ________

5. WHAT MAKES DO YOU OWN?
a) Honda
b) Yamaha
c) Suzuki
d) Kawasaki
e) Bultaco
f) Montesa
g) Ossa
h) Maico
i) Triumph
j) Can-Am
k) Harley-Davidson
l) Rokon
m) Hodaka
n) Penton/KTM
p) Husqvarna
p) other

6. WHAT TYPE OF BIKES DO YOU OWN?
a) trail/enduro
b) motocross
c) street/ trail
d) trials
e) flat-track
f) speedway

7. DO YOU COMPETE IN ORGANIZED COMPETITION? IF SO, WHICH TYPE?
a) motocross
b) enduros
c) trials
d) flat-track
e) speedway

8. DO YOU PLAN TO BUY A NEW BIKE WITHIN THE NEXT YEAR?
a) yes
b) no

9. IF "YES", WHAT MAKE DO YOU PLAN TO BUY? ________

10. HOW MUCH MONEY DO YOU PLAN TO SPEND ON ACCESSORIES FOR YOURSELF AND YOUR BIKE THIS YEAR?
a) $0-$25
b) $25-50
c) $50-$100
d) $100-$200
e) $200-$400
f) $400 and over

11. IN ORDER, WHICH FIVE TYPES OF ARTICLES INTEREST YOU THE MOST?
a) competition
b) technical
c) new bike tests
d) personality features
e) product evaluations
f) other
  1st ________
  2nd ________
  3rd ________
  4th ________
  5th ________

12. IN ORDER, WHICH FIVE MOTORCYCLE MAGAZINES DO YOU READ MOST OFTEN?
a) Dirt Bike
b) Motocross Action
c) Cycle
d) Cycle World
e) Cycle Guide
f) Popular Cycling
g) other

(insert letter)
1st ________
2nd ________
3rd ________
4th ________
5th ________

berm shot

On the final lap of her sweep of the Women's National Championship, Sue Fish receives a victory salute from friends, California-style.

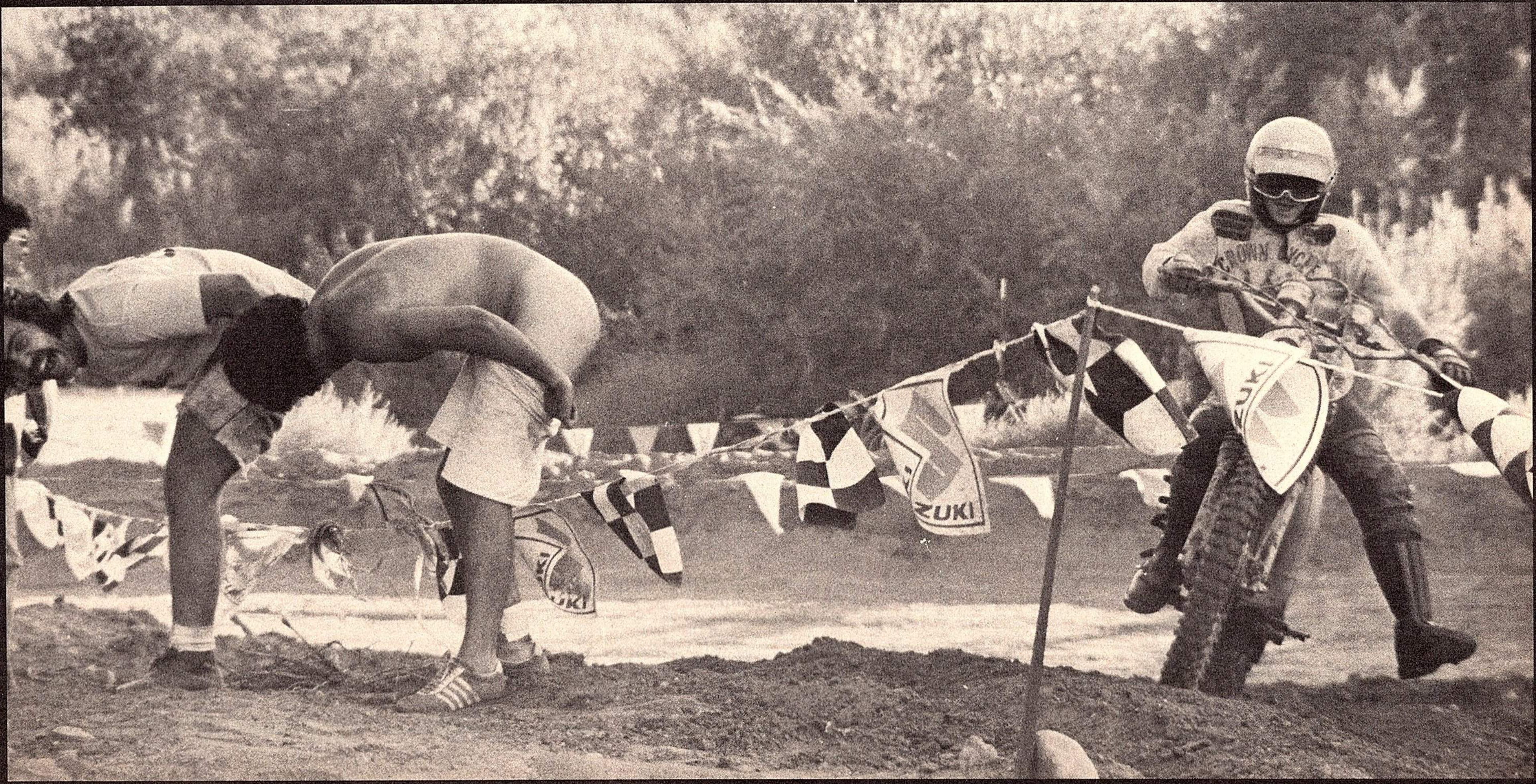


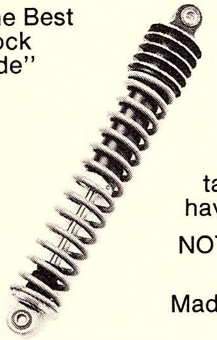
Photo by Paul Boudreau

It takes more than a stock RM Suzuki to win!

These new high performance products make the big difference.

Works Performance Shocks

"The Best Shock Made"



WIN . . . with these NEW, fade free, high performance shocks. PATENTED progressive valving system gives a smooth, super controlled ride over the roughest terrain. Now there is no need to fool with dual-rate springs or nitrogen tanks. Shocks are fully rebuildable and have a **90 day guarantee against failure!!**

NOTE: When ordering, give rider weight, classification, bike make and year.

Made in the following lengths: 12¾, 13¾, 14¼, 14¾, 15¼, 15¾.

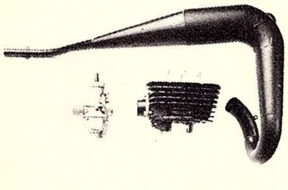
ONLY $114.95 complete W/Springs

Mark 2 Swingarm

With the MARK 2 Chrome-moly swingarm you can drive through the hoop-de-does much faster with much more confidence. WHY? Simply because it doesn't flex. The box design at the axle area combined with thin wall 4130 chrome-moly make it very rigid and much lighter than stock.

Swingarm comes with heavy-duty axle, cam adjusters and needle bearings (already pressed in) JUST BOLTS ON! **Only $129.95**

Rocket Power Kit



ROOST ON THE COMPETITION! With this kit your RM 250 accelerates much quicker, with the pulling power (torque) of an open class bike. Dyno shows a 22% horsepower increase. Kit comes with hydro-formed works replica pipe, fully ported barrel, and a pre-jetted 38mm Mikuni. Porting takes 5 days. IMPORTANT: Please send barrel, piston and reed valve. Pack carefully. **Only $199.95**

Fork Dampener Tool

NEW!

This trick, new tool keeps the dampener rod from spinning when tightening or loosening the allen bolt. 2 models available. **$6.95**

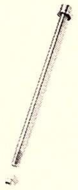
Fits all Fox Forx
Fits all Suzuki RM's

Full Floating Tie Rod Kit

Full floating brake set-up allows suspension to work at its fullest. Eliminates brake chatter and greatly reduces rear wheel hop when braking. Tie rod is made of 6061 T-6 solid box aluminum with steel inserts to prevent hole elongation. Front piece for newer RM's is made of Chrome-moly. Just bolts on! No welding.

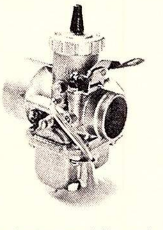
Tie rod only **$19.95**
Tie rod and front piece **$24.95**

Super Axle



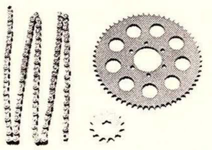
This heavy-duty axle resists bending. Made of 4130 Chrome-moly, heat-treated and cam ground. **Only $16.95**

38mm Mikuni



Whether your RM is modified or stock, rely on Mikuni for the best results. Carburetor features idle adjustment and choke lever. Specially jetted for the RM 250 or 370. **$49.95**

520 Chain Kit



RM 125 A owner's take note! Eliminate your chain problems with this kit.

Comes with 520 DID chain with a sprocket and counter sprocket to match. **Only $42.95**

"Overdrive" Pipes

RM 370 SHOWN

Motocross Center is proud to announce the entire line of "OVERDRIVE" PIPES. Each pipe has been dyno and track tested to produce usable horsepower over a broad R.P.M. range. Made exclusively for the following bikes:

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Suzuki RM 370	**$59.95**
CAN-AM 250 MX	**$79.95**
Husqvarna 250 GP	**$79.95**
Husqvarna 360 GP	**$84.95**
Honda XR 75	**$36.95**
Honda CR 125 PRO	**$49.95**
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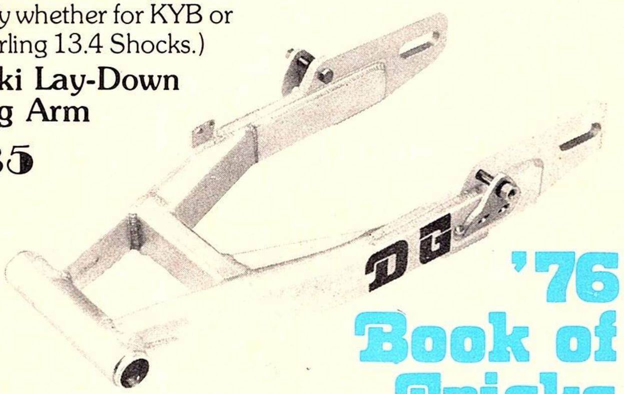
(Specify whether for KYB or Gas Girling 13.4 Shocks.)

Suzuki Lay-Down Swing Arm
$135



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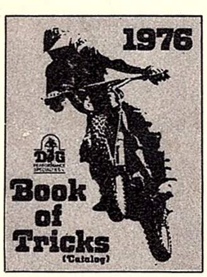

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